

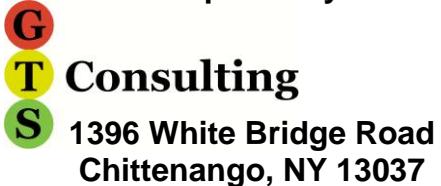
Proposed Mixed Use Development 547 East Genesee Street, Fayetteville, NY

The project site is located on the north side of East Genesee Street between the existing Circle K and the post office in Fayetteville, NY. The site was previously occupied by the O'Brien & Gere manufacturing facility, but has been vacant for a number of years. The proposed development includes a 56,550 SF supermarket, a 64 unit memory care facility and a 3,500 SF retail/urgent care building. Access to the development is proposed via one full access driveway opposite Tracy Lumber and one right in/right out only driveway at the existing site access location.

TRAFFIC IMPACT STUDY

Prepared in Accordance With
Chapter 5 of the NYSDOT Highway Design Manual (HDM)

Prepared By:



January 2020



Note: It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.

This report is based on the NYSDOT TIS Shell revised on 5/16/2014.

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1.0 Summary of Traffic Impacts

- A. A capacity analysis was performed per the NYSDOT Highway Design Manual Chapter 5. (Refer to Section 3 of this report):

The additional traffic generated by the proposed mixed use development will have no significant impact on traffic operations on East Genesee Street provided that the following improvements are included:

- Construct a 200 foot eastbound left turn lane at the proposed main site driveway.
- Construct a 150 foot southbound right turn lane on the main site driveway exiting the development.
- Install a three phase traffic signal on East Genesee Street at the proposed main site driveway including a protected/permitted eastbound left turn phase with a southbound right turn overlap phase. The signal should be coordinated during the evening peak hour.
- Optimize signal timings at the East Genesee Street / Route 257 / Salt Springs Road intersections.

Capacity analysis of the build condition with the recommended improvements indicates that the development will have very little impact on overall traffic operations in the area. All Levels of Service at the signalized intersections of East Genesee Street with Route 257 and Salt Springs Road are maintained or improved from the background condition during both peak hours with the exception of the Salt Springs Road westbound approach which drops from LOS B to C during the evening peak hour. The actual increase in delay is only 5 seconds per vehicle.

The proposed signalized main site driveway will operate at overall LOS B during both peak hours and all unsignalized traffic movements will continue to operate at LOS C or better during both peak hours.

- B. A crash analysis was performed per Highway Design Manual Chapter 5 which does identify high accident locations at the signalized intersections of East Genesee Street with Route 257 and Route 257 with Salt Springs Road. The overall section of East Genesee Street in the study area is also identified as having accident rates above the statewide average for similar facilities. The predominant accident types in the study area rear end and overtaking accidents. Refer to Section 4 of this report.

2.0 Operational Data

2.1 Travel Speeds

The posted speed limit on East Genesee Street (Route 5) in the study area is 30 mph. Existing 85th percentile speeds on East Genesee Street passing the site were calculated based on 50 spot speed measurements in each direction that were collected passing the site on each roadway under off-peak, free flow conditions. The posted speed limits, average operating speeds and the off-peak 85th percentile speeds, determined based on NYSDOT Highway Design Manual Chapter 5, Section 5.2, are shown in the table below.

Exhibit 1 Speed Data				
Street Name	Location	Posted Speed	Average Operating Speed	85th Percentile Operating Speed
East Genesee Street	Passing Site	30 mph	EB – 36 mph WB – 35 mph	EB – 41 mph WB – 38.5 mph

2.2 Traffic Gap Data

Gap data was collected to assess the ability for vehicles to turn in and out of the proposed driveways at East Genesee Street. In order for a vehicle to turn right out of the driveway, or left into the driveway, the vehicle only requires a gap in the westbound direction on East Genesee Street. A vehicle requires a gap in traffic in both directions at the same time to turn left out of the site driveway. These gaps in traffic were observed and timed on East Genesee Street during both the morning and evening traffic count periods. The gaps were then converted to a number of vehicles that could turn left or right out of the site driveways during each gap and then totaled for the peak hour. For example, one vehicle can turn from a driveway with a 6-9 second gap in traffic, two can turn with a 10-13 second gap, 3 with a 14-17 second gap, 4 with an 18-19 second gap, etc.

Based on the gap data collected, there are sufficient gaps in traffic to accommodate approximately 340 vehicles turning right onto East Genesee Street during the morning peak hour and 510 vehicles turning right onto East Genesee Street during the evening peak hour. There are sufficient gaps on East Genesee Street to accommodate approximately 276 vehicles turning left out of the driveway during the morning peak hour and 233 vehicles turning left out during the evening peak hour.

2.3 Driveway Sight Distance

Sight lines looking east/west along East Genesee Street from the existing and proposed site driveway locations were collected for comparison to design standards in order to confirm that adequate sight lines are available for safe ingress and egress from the site.

The following table provides a summary of the recommended sight distances along East Genesee Street from the AASHTO A Policy on Design of Highways and Streets as well as the available sight distances based on field measurements. Operating speeds of 40 mph on East Genesee Street were assumed.

Sight Distance Summary				
Location	Operating Speed	Direction	AASHTO Recommended Sight Distance	Available Sight Distance
East Genesee Street @ Existing Site Driveway Turning Right Out	40 mph	Looking Left	385 feet	850+ feet
East Genesee Street @ Proposed Site Driveway Turning Right Out	40 mph	Looking Left	385 feet	1,050+ feet
East Genesee Street @ Proposed Site Driveway Turning Left Out	40 mph	Looking Left Looking Right	445 feet 445 feet	1,050+ feet 1,300+ feet

There is more than adequate sight distance looking east and west along East Genesee Street. There are no concerns with sight distances associated with safety for ingress and egress from the proposed site driveways.

3.0 Capacity Analysis

Capacity Analysis Overview

Capacity analyses performed in this report are consistent with the most recent version of the Highway Capacity Manual (HCM). The software used to perform this analysis is Synchro10.

The HCM quantifies the quality of traffic flow in terms of levels of service (LOS). There are six levels of service, with LOS A indicating very low levels of delays and LOS F indicating high levels of delays associated with congestion. These represent a qualitative measure of operational conditions within a traffic stream, and the perception of conditions by motorists and/or passengers. Levels of service and capacity for signalized intersections are calculated for each lane group (a lane group may be one or more movements), each intersection approach, and the intersection as a whole. The intersection level of service is merely a weighted average of the individual approaches and may not be considered a valid measure of the quality or acceptability of an intersection design since it can conceal poor operating conditions on individual approaches.

Levels of service at unsignalized intersections are only calculated for minor movements since the through movement on the major street is not affected by intersection traffic control. The level of service for signalized intersections and unsignalized intersections can be compared.

The corresponding level of service represents the congestion of the roadway.

LOS for Signalized Intersection

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio (v/c)	
	v/c ≤ 1.0	v/c > 1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

HCM 2010, Exhibit 18-4, p. 18-6

LOS for Non-Signalized Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio (v/c) ^{a, b}	
	v/c ≤ 1.0	v/c > 1.0
≤10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

NOTE: ^{a, b} For approaches and intersection-wide assessment, LOS is defined solely by control delay.

2-way stop control - HCM 2010, Exhibit 19-1, p. 19-2

3.1 Growth Rates

The proposed development is expected to be completed by 2021, therefore 2021 was chosen as the design year for the traffic study. In order to fully understand the impacts of the development on the adjacent roadway system, analysis of the operations immediately before the project completion must first be completed. The existing traffic volumes were first adjusted by a growth rate to account for any unknown development that may occur prior to completion of the project.

Historical traffic volumes along East Genesee Street between Route 257 and Duguid Road were taken from the 2017 NYSDOT Traffic Volume Report and reviewed in order to identify an appropriate background growth rate. Long term growth rates in the area have been between -2.2% per year on East Genesee Street. In order to maintain a conservative analysis, a positive growth rate of +0.5% per year was chosen and used to grow the 2020 existing traffic volumes to the 2021 background condition. This growth rate is consistent with past studies that have been completed for this site.

The Village of Fayetteville was contacted and confirmed that there are no significant approved developments that needed to be specifically included in the one year growth projections.

3.2 Existing Volumes

AADT traffic volumes on East Genesee Street (2014) were obtained from the NYSDOT Traffic Data Viewer. New traffic turning movement counts were collected at the East Genesee Street intersections with Route 257, Tracy Lumber, the existing site driveway, and the post office exit only driveway, as well as the intersection of Route 257 with Salt Springs Road, on Wednesday, January 15th, 2020.

The traffic counts were collected during the weekday morning (7-9am) and evening (4-6pm) peak travel periods to ensure that actual peak hours of the adjacent streets were captured. The traffic counts included separate heavy vehicle counts per direction. There was minimal pedestrian activity during the traffic count periods. Based on the traffic counts collected, the morning peak hour occurred between 7:15-8:15am and evening peak hour occurred between 4:15-5:15pm.

Existing volumes on East Genesee Street based on the Traffic Data Viewer and a 0.5% annual growth rate are shown in the table below.

<i>Existing Traffic Volumes for Study Area (No Build)</i>								
<i>STREET NAME</i>	<i>EXISTING (2020)</i>		<i>ETC (2021)</i>		<i>ETC+20 (2041)</i>		<i>ETC+30 (2051)</i>	
	<i>AADT</i>	<i>DHV</i>	<i>AADT</i>	<i>DHV</i>	<i>AADT</i>	<i>DHV</i>	<i>AADT</i>	<i>DHV</i>
<i>East Genesee Street Between Route 275 & Duguid Rd</i>	9,110	886	9,156	890	10,067	979	10,522	1,023

East Genesee Street carries approximately 179 vehicles eastbound/561 vehicles westbound passing the site during the morning peak hour and 599 vehicles eastbound/389 vehicles westbound passing the site during the evening peak hour.

The January 2020 turning movement counts were adjusted by a seasonal adjustment factor of 0.923 for the weekday (Factor Group 30) since this adjustment would actually increase the traffic volumes slightly. The 2020 existing volumes collected in January and the 2020 seasonally adjusted existing traffic volumes during the morning and evening peak hours are shown in Figures 1 and 2 respectively. The 2021 background traffic volumes with 0.5% growth are shown in Figure 3.

Prior to completing the traffic projections with the proposed mixed use development. The background traffic volumes were redistributed with the proposed full access driveway and the existing driveway modified to a right in/right out only driveway as shown in Figure 4.

3.3 Projected Trip Generation & Distribution

The proposed development includes a 56,550 SF supermarket, a 64 unit memory care facility and a 3,500 SF retail/urgent care building. Trips generated by the proposed facility were estimated using the ITE Trip Generation, 10th Edition, which is the industry accepted standard for estimating traffic generated

by new developments. Land Use 850 – Supermarket, Land Use 630 – Clinic, and Land Use 620 – Nursing Home were used.

Not all of the trips generated by the proposed supermarket will be new trips. A portion of the traffic generated will be drawn from traffic already passing the site on East Genesee Street and referred to as pass-by trips. The visitors will stop at the supermarket on their way to another location, such as stopping on their way home from work. Based on data in the ITE Trip Generation, the average pass-by rate for a supermarket is 36% during the evening peak hour. A 35% pass-by trip percentage was assumed during the evening peak hour and a 10% pass-by rate was assumed during the morning peak hour. All trips associated with the urgent care or memory care facility were assumed to be new trips only.

The following table summarizes the trip generation estimate for the proposed mixed use development at 547 East Genesee Street in Fayetteville, NY.

Trip Generation Summary				
	Morning Peak		Evening Peak	
	Entering	Exiting	Entering	Exiting
Supermarket – 56,550 SF	130	86	267	256
Medical Building – 3,500 SF	10	3	3	8
Memory Care Facility – 64 Beds	<u>8</u>	<u>3</u>	<u>5</u>	<u>9</u>
Total Trips Generated	148	92	275	273
<i>Supermarket Pass-by Trips AM 10% / PM 35%</i>	<i>-11</i>	<i>-11</i>	<i>-91</i>	<i>-91</i>
Total New Trips Generated	137	81	184	182

Overall, the proposed development is expected to be a moderate to high traffic generator with approximately 100-150 trips entering and exiting during the morning peak hour and approximately 275 trips entering and exiting during the evening peak hour.

Based on existing traffic patterns and population centers in the area, 40% of the new trips generated are expected to travel to/from the east on East Genesee Street, 30% is expected to travel to/from the west on East Genesee Street, 15% is expected to travel to/from the south on Route 257, 10% is expected to travel to/from the north on Route 257 and 5% is expected to travel to/from the east on Salt Springs Road. Separate pass-by trip distributions were developed for the morning and evening peak hours based on the traffic splits passing the site on East Genesee Street. The anticipated arrival/departure distribution for the morning and evening peak hours are shown in Figures 5 and 6, respectively. The trips generated during each peak hour are shown in Figures 7 and 8, and the resultant 2021 full build traffic volumes expected when the development is complete are shown in Figure 9.

3.4 Internal Circulation, Parking, Deliveries

Traffic will circulate between the three portions of the development via an internal roadway with connections to East Genesee Street via the proposed full access driveway and the existing driveway which will be converted to allow right in and right out only traffic movements. The site provides 283 parking spaces for the supermarket, 47 parking spaces for the memory care facility and 30 parking spaces for the medical building. There is no parking allowed on the internal roadways or adjacent streets.

3.5 Traffic Control Device Data

The intersections of East Genesee Street with Route 257 and Route 257 with Salt Springs Road are controlled by one traffic signal (ID #3002). The signal includes an east/west phase on East Genesee Street, a protected northbound left turn phase on Route 257, a north/south phase on Route 257 and a westbound phase on Salt Springs Road with protected northbound left turn movement onto East Genesee Street.

3.6 Capacity Analysis for Existing No-Build Condition

Capacity analysis of the existing traffic operations was completed using Synchro10. The results of the capacity analysis indicate that signalized intersections of Route 257 with East Genesee Street and Salt Springs Road operate at overall Levels of Service (LOS) C or D during the peak hours with the following movements operating at LOS E or F:

- East Genesee Street WB left – LOS F – evening peak hour
- Route 257 SB Left at East Genesee Street – LOS E – evening peak hour
- Route 257 SB through/right at East Genesee Street – LOS E – morning and evening peak hours
- Route 257 SB Left/Through at Salt Springs Road – LOS F – evening peak hour.

All traffic movements in the study area at the unsignalized driveways are operating at C or better during the two peak hours with minimal delays on East Genesee Street.

The detailed Level of Service summary and capacity analysis printouts have been attached.

3.7 Capacity Analysis for Background No-Build Condition

Capacity analysis of the background design year traffic operations was completed using Synchro10. The analysis results show minimal increases in delays from the existing conditions during both peak hours. All Levels of Service are maintained from the existing condition.

The detailed Level of Service summary and capacity analysis printouts have been attached.

3.8 Turn Lane Warrant Review and Signal Warrant Analysis

The Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 279 was reviewed to determine if turning lanes are warranted at the proposed site driveways.

With 191 vehicles advancing, 31% left turns and 646 opposing vehicles during the morning peak hour, and 587 vehicles advancing, 23% left turns and 468 opposing vehicles during the evening peak hour, a left turn lane is warranted at the proposed main site driveway.

With projected right turning volumes of 38 vehicles during the morning peak hour and 61 vehicles during the evening peak hour at the main site driveway a full right turn lane is not warranted. A right turn lane is also not warranted at the right in/right out driveway with only 27 vehicles turning right during the morning peak hour and 40 vehicles turning right during the evening peak hour. A right turn taper only is warranted at both locations.

A signal warrant analysis was completed for the East Genesee Street/Main Site Access intersection to confirm that a traffic signal would be justified at this location under the full build condition.

Hourly traffic volumes for the intersection were developed using the attached “Typical Variation in Hourly Volumes on Urban Streets”, Figure 3-5, developed by Northwestern University. The morning peak hour traffic volumes were extrapolated over the morning hours and the evening peak hour volumes were extrapolated over the afternoon hours for the resulting hourly volume of trips by time of day. The resulting hourly intersection volumes used for the signal warrant analysis have been attached.

Traffic Signal Warrant #1 – Eight Hour Vehicular Volume.*Condition A – Minimum Vehicular Volume*

A signal is warranted when the mainline volume exceeds 500 vehicles in both directions combined and the side street exceeds 150 vehicles on one side for 8 hours in one day. **Condition A is not met under full build conditions.**

Condition B – Interruption of Continuous Traffic

A signal is warranted when the mainline volume exceeds 750 vehicles in both directions combined and the side street exceeds 75 vehicles on one side for 8 hours in one day. **Condition B is not met under full build conditions.**

Combination of Conditions A and B

A signal is warranted when volumes meet 80% of the requirements for both Conditions A and B. The mainline volume must exceed 600 vehicles in both directions combined and the side street must exceed 120 vehicles on one side for 8 hours in one day. **The Combination of Conditions A and B is not met under full build conditions.**

Traffic Signal Warrant #1 is not met under full build conditions for Condition A, Condition B or the Combination of Conditions A & B.

Traffic Signal Warrant #2 – Four-Hour Vehicular Volume

This warrant is similar to Warrant #1 however is based on only four hours and requires higher side street volumes as shown in Figure 4C-1 of the MUTCD manual. **Traffic Signal Warrant #2 is met under full build conditions.**

Traffic Signal Warrant #3 – Peak Hour

This warrant requires failing side street operations during the peak hour with a total hourly delay over 5 hours, more than 100 vehicles on the side street and a total intersection volume over 800 vehicles. The required delay threshold would be met as an unsignalized intersection under the full build condition during the evening peak hour. **Traffic Signal Warrant #3 is met under full build conditions.**

Traffic Signal Warrant #4 – Pedestrian Volume

This warrant requires high pedestrian volumes with less than 60 available gaps in traffic for the pedestrians to safely cross. **The warrant is not applicable to this project.**

Traffic Signal Warrant #5 – School Crossing

This warrant requires high student pedestrian volumes with few gaps in traffic for the pedestrians to safely cross. **The warrant is not applicable to this project.**

Traffic Signal Warrant #6 – Coordinated Signal System

This warrant applies when a traffic signal would be beneficial to maintain traffic progression through a coordinated corridor. **The warrant is not applicable to this project.**

Traffic Signal Warrant #7 – Crash Experience

This warrant can be applied based on accident history if the signal will improve safety. **The warrant is not applicable to this project.**

Traffic Signal Warrant #8 – Roadway Network

This warrant applies when a traffic signal would be beneficial to maintain traffic progression, platooning or improve traffic operations in some other manner in a roadway network. **The warrant is not applicable to this project.**

A traffic signal is warranted at the East Genesee Street/Main Site Access intersection under the full build condition based on Warrant #2 – Four-Hour Vehicular Volume and Warrant #3 – Peak Hour.

3.9 Capacity Analysis for Proposed Build Condition

Capacity analysis of the build traffic operations was completed using Synchro10.

Based on the warrants reviewed and existing traffic operations in the study area, the following improvements are recommended and were included in the build conditions analysis:

- Construct a 200 foot eastbound left turn lane at the proposed main site driveway.
- Construct a 150 foot southbound right turn lane on the main site driveway exiting the development.
- Install a three phase traffic signal on East Genesee Street at the proposed main site driveway including a protected/permited eastbound left turn phase with a southbound right turn overlap phase. The signal should be coordinated during the evening peak hour.
- Optimize signal timings at the East Genesee Street / Route 257 / Salt Springs Road intersections.

Capacity analysis of the build condition with the recommended improvements indicates that the development will have very little impact on overall traffic operations in the area. All Levels of Service at the signalized intersections of East Genesee Street with Route 257 and Salt Springs Road are maintained or improved from the background condition during both peak hours with the exception of the Salt Springs Road westbound approach which drops from LOS B to C during the evening peak hour. The actual increase in delay is only 5 seconds per vehicle.

The proposed signalized main site driveway will operate at overall LOS B during both peak hours and all unsignalized traffic movements will continue to operate at LOS C or better during both peak hours.

The detailed Level of Service summary, and capacity analysis printouts have been attached.

3.10 Mitigation Measures

The following mitigation measures recommended.

- Construct a 200 foot eastbound left turn lane at the proposed main site driveway.
- Construct a 150 foot southbound right turn lane on the main site driveway exiting the development.
- Install a three phase traffic signal on East Genesee Street at the proposed main site driveway including a protected/permited eastbound left turn phase with a southbound right turn overlap phase. The signal should be coordinated during the evening peak hour.
- Optimize signal timings at the East Genesee Street / Route 257 / Salt Springs Road intersections.

4.0 Crash Analysis

The purpose of this crash analysis is to identify safety problems by studying and quantifying accidents within and immediately adjacent to the driveway, and identifying abnormal patterns and clusters. An accident cluster is defined as an abnormal occurrence of similar accident types occurring at approximately the same location or involving the same geometric features. The severity of the accidents should also be considered. A history of accidents is an indication that further analysis is required to determine the cause(s) of the accident(s) and to identify what actions, if any, could be taken to mitigate the accidents.

A crash analysis was performed per Highway Design Manual Chapter 5 which does identify high accident locations at the signalized intersections of East Genesee Street with Route 257 and Route 257 with Salt Springs Road. The overall section of East Genesee Street in the study area is also identified as having accident rates above the statewide average for similar facilities. The predominant accident types in the study area rear end and overtaking accidents.

Existing Crash Data

An accident analysis was completed for East Genesee Street from Salt Springs Road to Huntleigh Avenue as well as the Route 257/Salt Springs Road intersection using history reports obtained for a three year period from June 2016 through May 2019. Over the three year period, there were 77 total accidents in the study area.

Thirty-One (31) accidents occurred at the East Genesee Street / Route 257 intersection including 22 rear end accidents, 3 left turn accidents, 3 overtaking accidents, 2 right angle accidents and one fixed object accident.

Fifteen (15) accidents occurred at the Route 257 / Salt Springs Road intersection including 12 rear end accidents, 1 left turn accident, 1 overtaking accident and one sideswipe accident.

One (1) right angle accident occurred at the East Genesee Street / Salt Springs Road intersection.

There were twenty (20) midblock accidents along East Genesee Street in the study area including 10 rear end accidents, 2 left turn accidents, 2 right angle accidents, 3 overtaking accidents, 2 backing accidents and 1 right turn accident.

There was one (1) midblock overtaking accident on Route 257.

There were 9 parking lot accidents in the data reviewed.

Sixty (78%) of the accidents were property damage only or non-reportable accidents. There were 17 injury accidents and no fatalities.

The predominant accident type in the area is rear end or overtaking accidents which comprised 52 of the 68 accidents, not including the parking lot accidents. These accidents are primarily associated with the traffic congestion at the signalized intersections. There are no other distinct pattern or locations identified in these accidents.

4.2 Compare Rates to Accepted Values

The following table provides a comparison of the existing accident rates to the statewide average rate for similar facilities:

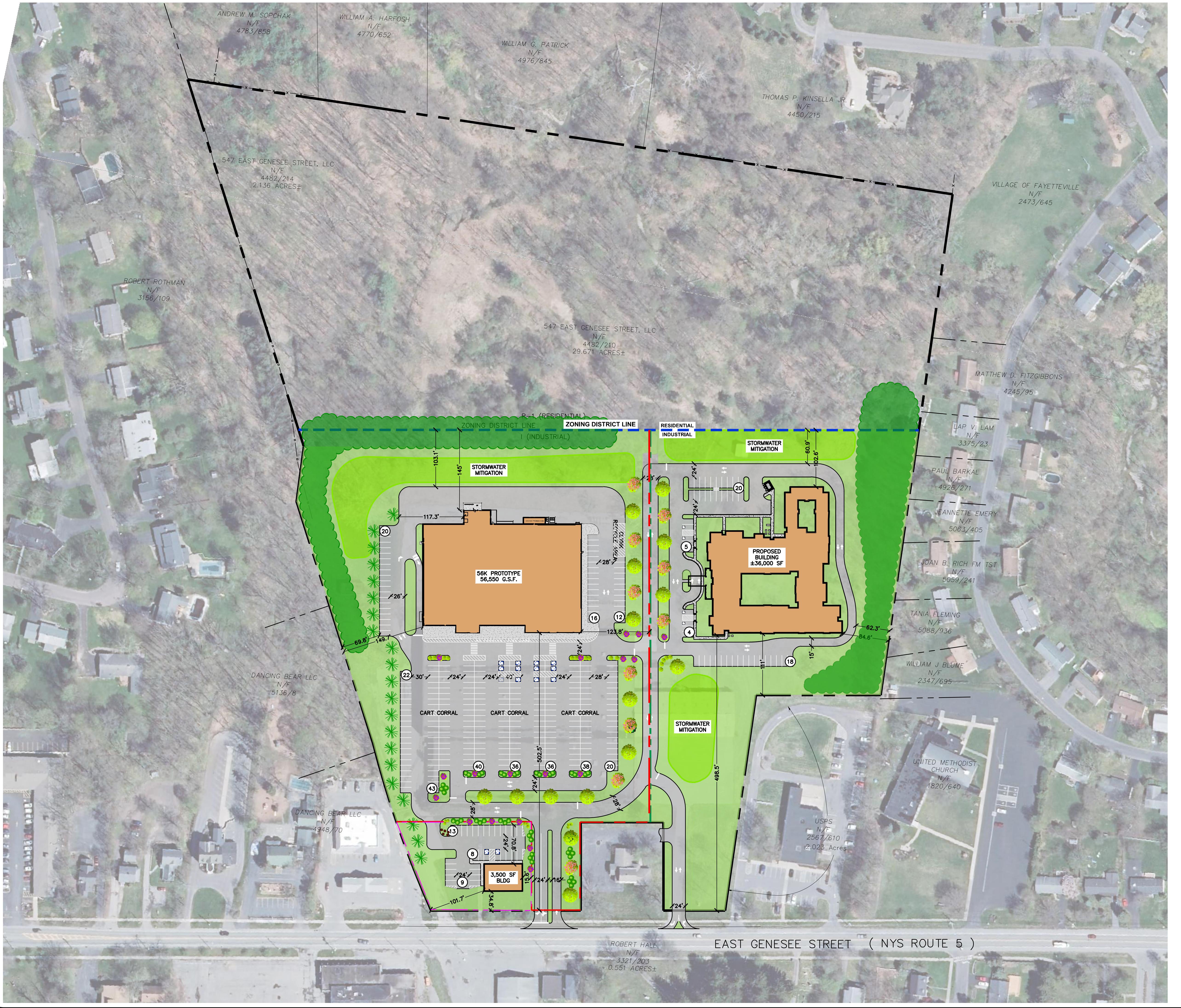
Intersection and Link Accident Rates		
Intersection / Link	Calculated Intersection Accident Rate	Statewide Accident Rate for Similar Facilities
East Genesee Street @ Route 257	1.35 acc/mev	0.52 acc/mev
Route 257 @ Salt Springs Road	0.98 acc/mev	0.52 acc/mev
East Genesee Street @ Salt Springs Road	0.04 acc/mev	0.18 acc/mev
East Genesee Street Salt Springs Road to Huntleigh Ave	2.88 acc/mvm	2.23 acc/mvm

Acc/mev = Accidents per million entering vehicles

Acc/mvm = Accidents per million vehicle miles

APPENDIX A

Site Plan



PROJECT SITE INFORMATION		
ADDRESS	547 GENESEE STREET (NYS ROUTE 5)	
TAX MAP ID NO.	009-04-19.1	
BOUNDARY SURVEY	PROPERTY LINE INFORMATION TAKEN FROM SURVEY BY O'BRIEN & GERE ENGINEERS, INC.	
TOTAL SITE AREA	32.92 ACRES	
LAND USE	GROCERY STORE, ASSISTED LIVING FACILITY, MEDICAL/OFFICE & RESIDENTIAL UNITS	
BUILDING SIZE	56,550 SF GROCERY, ±36,000 SF ASSISTED LIVING, 3,500 MEDICAL/OFFICE	

PROJECT TITLE: PROPOSED MIXED USE
547 GENESEE ST (ROUTE 5)
VILLAGE OF FAYETTEVILLE
ONONDAGA COUNTY, NY

PREPARED FOR:
MILLSTONE DEVELOPMENT GROUP, LLC.
125 HIGH ROCK AVENUE
SARATOGA SPRINGS, NY 12866

CONCEPT PLAN

SHEET TITLE:
VILLAGE OF FAYETTEVILLE

DATE:

REVISION ISSUE:

NO.:

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10/10/2019

19-1826

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21 OCT 2019

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APPENDIX B

NYSDOT AADT Data

New York State Department of Transportation

STATION: 330178

Roadway Traffic Count Hourly Report

ROUTE/ROAD:	NY5	FROM:	RT 257	TO:	DUGUID RD	REGION-COUNTY:	3-ONONDAGA
FED DIR CODE:	3, 7	REF. MARKER:		FUNC. CLASS:	14 - U Principal Arterial - Other	MUNI:	Fayetteville-Village-1167
ST DIR CODE:	7	END MILEPOST:	29.12	FACTOR GROUP:	30	BIN:	
DOT ID:	100428	LANES BY DIR:	1 East 1 West	CC STN:		RR CROSSING:	
BEGIN DATE:	6/4/2014	WEEK OF YEAR:	23	ADDL DATA:	CLS SPD	HPMS SAMPLE:	3000299
NOTES 1:	WB TRAVEL LANE	PLACEMENT:	0.6 MI E OF RT 257	JURISDICTION:	01-NYS DOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TTG-AJW	PROCESSED BY:	DOT-SJW	BATCH ID:	DOT-SJWR3ww23	SPEED LIMIT:	40

DATE																									DAILY	HIGH	HIGH		
	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL	COUNT	HOUR		
6/04, Wed																										6460			
6/05, Thu	40	14	24	11	21	108	322	634	560	482	550	610	621	592	711	815	867	851	644	473	386	287	153	72	9848	867	16-17		
6/06, Fri	37	19	17	11	29	98	329	621	609	589	648	683	700	705	666	801	868	920	750	537	437	348	234	126	10782	920	17-18		
6/07, Sat	76	40	22	22	17	50	162	297	428	567	703	816	826	783	677	850	731	674	587	502	391	385	200	151	9957	850	15-16		
6/08, Sun	87	24	38	16	20	38	113	171	258	398	503	562	685	708	711	686	619	614	462	387	335	165	81	35	7716	711	14-15		
6/09, Mon	25	16	6	11	21	118	310	599	562	546	531	589	575	634	640	758	782	877	608	454	360	226	102	41	9391	877	17-18		
6/10, Tue	25	20	28	13	26	96	333	652	586	508	530																2817		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																												AWDT	
34	18	23	12	25	101	324	627	579	531	565	627	611	623	655	778	838	860	648	473	396	264	127	57	9795					

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours		AVERAGE WEEKDAY				ESTIMATED AADT				
			3	77	Roadway High Hour	% of day	East High Hour	% of day	West High Hour	% of day	Roadway	East	West
6	143				860	8.8	518	10.4	455	9.5	8845	4502	4343

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
6	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

STATION: 330178

EB Traffic Count Hourly Report

ROUTE/ROAD:	NY5	FROM:	RT 257	TO:	DUGUID RD	REGION-COUNTY:	3-ONONDAGA
FED DIR CODE:	3	REF. MARKER:		FUNC. CLASS:	14 - U Principal Arterial - Other	MUNI:	Fayetteville-Village-1167
ST DIR CODE:	7	END MILEPOST:	29.12	FACTOR GROUP:	30	BIN:	
DOT ID:	100428	LANES BY DIR:	1 East	CC STN:		RR CROSSING:	
BEGIN DATE:	6/4/2014	WEEK OF YEAR:	23	ADDL DATA:	CLS SPD	HPMS SAMPLE:	3000299
NOTES 1:	WB TRAVEL LANE	PLACEMENT:	0.6 MI E OF RT 257	JURISDICTION:	01-NYS DOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TTG-AJW	PROCESSED BY:	DOT-SJW	BATCH ID:	DOT-SJWR3ww23	SPEED LIMIT:	40

DATE																									DAILY	HIGH	HIGH		
	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL	COUNT	HOUR		
6/04, Wed																										3745			
6/05, Thu	26	8	18	5	5	19	82	179	199	195	261	288	326	301	370	463	516	501	370	279	270	203	106	52	5042	516	16-17		
6/06, Fri	29	11	9	6	7	16	87	183	220	253	302	311	374	383	349	487	504	552	372	308	287	221	134	81	5486	552	17-18		
6/07, Sat	46	28	12	14	7	13	59	108	176	253	377	410	465	458	354	381	321	307	287	239	203	221	130	104	4973	465	12-13		
6/08, Sun	56	17	28	5	12	20	49	59	114	163	241	290	360	338	366	357	307	301	234	211	165	89	40	24	3846	366	14-15		
6/09, Mon	16	8	5	2	3	20	83	162	201	216	242	282	283	324	331	438	492	522	362	269	239	151	73	27	4751	522	17-18		
6/10, Tue	14	11	14	8	5	16	95	163	219	186	253																984		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																												AWDT	
23 10 14 6 6 17 87 172 210 213 265 294 315 315 346 444 513 518 374 282 258 182 87 38 4986																													

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours		Roadway				AVERAGE WEEKDAY		ESTIMATED			
			3	77	High Hour	% of day	East	West	High Hour	% of day	High Hour	% of day	Roadway	AADT
6	143				860	8.8	518	10.4	455	9.5	8845	4343	4502	

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
6	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

STATION: 330178

WB Traffic Count Hourly Report

ROUTE/ROAD:	NY5	FROM:	RT 257	TO:	DUGUID RD	REGION-COUNTY:	3-ONONDAGA
FED DIR CODE:	7	REF. MARKER:		FUNC. CLASS:	14 - U Principal Arterial - Other	MUNI:	Fayetteville-Village-1167
ST DIR CODE:	7	END MILEPOST:	29.12	FACTOR GROUP:	30	BIN:	
DOT ID:	100428	LANES BY DIR:	1 West	CC STN:		RR CROSSING:	
BEGIN DATE:	6/4/2014	WEEK OF YEAR:	23	ADDL DATA:	CLS SPD	HPMS SAMPLE:	3000299
NOTES 1:	WB TRAVEL LANE	PLACEMENT:	0.6 MI E OF RT 257	JURISDICTION:	01-NYS DOT	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TTG-AJW	PROCESSED BY:	DOT-SJW	BATCH ID:	DOT-SJWR3ww23	SPEED LIMIT:	40

DATE																									DAILY	HIGH	HIGH	
	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL	COUNT	HOUR	
6/04, Wed																										2715		
6/05, Thu	14	6	6	6	16	89	240	455	361	287	289	322	295	291	341	352	351	350	274	194	116	84	47	20	4806	455	07-08	
6/06, Fri	8	8	8	5	22	82	242	438	389	336	346	372	326	322	317	314	364	368	378	229	150	127	100	45	5296	438	07-08	
6/07, Sat	30	12	10	8	10	37	103	189	252	314	326	406	361	325	323	469	410	367	300	263	188	164	70	47	4984	469	15-16	
6/08, Sun	31	7	10	11	8	18	64	112	144	235	262	272	325	370	345	329	312	313	228	176	170	76	41	11	3870	370	13-14	
6/09, Mon	9	8	1	9	18	98	227	437	361	330	289	307	292	310	309	320	290	355	246	185	121	75	29	14	4640	437	07-08	
6/10, Tue	11	9	14	5	21	80	238	489	367	322	277															1833		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																												
AWDT																												
11 8 9 5 20 84 237 455 370 319 300 334 297 308 309 334 325 342 274 191 138 82 40 19 4809																												

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours		Roadway				AVERAGE WEEKDAY		ESTIMATED			
			3	77	High Hour	% of day	East	West	Roadway	AADT	Roadway	East	West	
6	143				860	8.8	518	10.4	455	9.5	8845	4502	4343	

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
6	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: NY 5 ROAD NAME: FROM: HIGHBRIDGE RD TO: SALT SPRINGS RD COUNTY: Onondaga
 DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: AQ81 FUNC. CLASS: 14 VILLAGE:
 STATE DIR CODE: 6 WK OF YR: 45 PLACEMENT: 229' W of Center St. NHS: no LION#:
 DATE OF COUNT: 11/01/2016 @ REF MARKER: JURIS: City BIN: 1002150
 NOTES LANE 1: EB travel loane ADDL DATA: Class Speed CC Stn: RR CROSSING:
 COUNT TYPE: VEHICLES BATCH ID: DOT-R03C45aTST5195HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: TBW

PROCESSED BY: ORG CODE: DOT INITIALS: SJW

		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
DATE	DAY	AM												PM															
1	T													727	683	848	941	1096	1167	849	609	494	386	133	77				
2	W	42	29	16	17	11	45	155	455	473	562	604	688	769	734	812	999	1090	1163	965	627	505	329	140	65	11295	1163	17	
3	T	52	31	16	20	12	32	163	433	439	513	573	648	695	759	823	986	1092	1157	930	643	524	374	169	102	11186	1157	17	
4	F	60	29	14	17	12	45	173	415	497	542	630	818																
5	S																												
6	S																												
7	M																												
8	T																												
9	W																												
10	T																												
11	F																												
12	S																												
13	S																												
14	M																												
15	T																												
16	W																												
17	T																												
18	F																												
19	S																												
20	S																												
21	M																												
22	T																												
23	W																												
24	T																												
25	F																												
26	S																												
27	S																												
28	M																												
29	T																												
30	W																												

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ESTIMATED						ADT							
51	30	15	18	12	41	164	434	470	539	602	718	730	725	828	975	1093	1162	915	626	508	363	147	81	11247	
DAYS Counted		HOURS Counted		WEEKDAYS Counted		WEEKDAY Hours		AVERAGE WEEKDAY		Axle Adj. Factor		Seasonal/Weekday Adjustment Factor		ESTIMATED						AADT					
3		72		3		72		1162		10%		1.000		1.017		11059									

ROUTE #: NY 5 ROAD NAME: FROM: HIGHBRIDGE RD TO: SALT SPRINGS RD COUNTY: Onondaga
 STATION: 330096 STATE DIR CODE: 6 PLACEMENT: 229' W of Center St. DATE OF COUNT: 11/01/2016

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: NY 5 ROAD NAME: FROM: HIGHBRIDGE RD TO: SALT SPRINGS RD COUNTY: Onondaga
 DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: CN71 FUNC. CLASS: 14 VILLAGE:
 STATE DIR CODE: 7 WK OF YR: 45 PLACEMENT: 229' W of Center St. NHS: no LION#:
 DATE OF COUNT: 11/01/2016 @ REF MARKER: JURIS: City BIN: 1002150
 NOTES LANE 1: WB travel lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
 COUNT TYPE: VEHICLES BATCH ID: DOT-R03C45aTST5195HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: TBW

PROCESSED BY: ORG CODE: DOT INITIALS: SJW

		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
DATE	DAY	AM												PM															
1	T													696	671	669	695	753	699	568	358	255	165	108	55				
2	W	26	24	16	18	54	180	428	922	959	761	634	656	697	620	699	736	728	714	552	388	286	149	95	61	10403	959	8	
3	T	44	36	21	22	48	160	426	908	934	736	636	645	696	685	675	771	683	692	598	371	261	169	131	84	10432	934	8	
4	F	37	34	24	19	40	160	424	924	907	786	667	755																
5	S																												
6	S																												
7	M																												
8	T																												
9	W																												
10	T																												
11	F																												
12	S																												
13	S																												
14	M																												
15	T																												
16	W																												
17	T																												
18	F																												
19	S																												
20	S																												
21	M																												
22	T																												
23	W																												
24	T																												
25	F																												
26	S																												
27	S																												
28	M																												
29	T																												
30	W																												

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT														
36	31	20	20	47	167	426	918	933	761	646	685	696	659	681	734	721	702	573	372	267	161	111	67	10434	ESTIMATED	
WEEKDAYS				WEEKDAY				AVERAGE WEEKDAY				Axle Adj.				Seasonal/Weekday Adjustment Factor				AADT				10260		
Counted				Hours				High Hour				% of day				Factor				Factor						
3				3				933				9%				1.000				1.017						

ROUTE #: NY 5 ROAD NAME: FROM: HIGHBRIDGE RD TO: SALT SPRINGS RD COUNTY: Onondaga
 STATION: 330096 STATE DIR CODE: 7 PLACEMENT: 229' W of Center St. DATE OF COUNT: 11/01/2016

APPENDIX C

Gap Data / Speed Data

Intersection Gap Study

Project: Proposed Mixed Use Development - 547 East Genesee Street, Fayetteville, NY
Date: 1/15/2020



Intersection: East Genesee Street Passing Site
Movement: Right Turns Exiting / Left Turns Entering

Evening Peak

4:15-4:30pm	# of Gaps	13	10	3	3	2	0	2	6		
	# of Vehicles	13	20	9	12	10	0	14	48	126	
4:30-4:45pm	# of Gaps	14	5	8	2	8	2	2	2		
	# of Vehicles	14	10	24	8	40	12	14	16	138	
4:45-5:00pm	# of Gaps	16	10	2	2	3	4	0	3		
	# of Vehicles	16	20	6	8	15	24	0	24	113	
5:00-5:15pm	# of Gaps	13	12	9	2	1	0	0	7		
	# of Vehicles	13	24	27	8	5	0	0	56	133	510

Intersection Gap Study

Project: Proposed Mixed Use Development - 547 East Genesee Street, Fayetteville, NY
Date: 1/15/2020

The logo consists of three colored circles stacked vertically. The top circle is red with a white letter 'G'. The middle circle is yellow with a white letter 'T'. The bottom circle is green with a white letter 'S'. To the right of the circles, the word 'Consulting' is written in a bold, black, sans-serif font.

Intersection: East Genesee Street Passing Site
Movement: Left Turns Exiting

Evening Peak

4:15-4:30pm	# of Gaps	12	4	4	0	3	1	1	0		
	# of Vehicles	12	8	12	0	15	6	7	0	60	
4:30-4:45pm	# of Gaps	15	6	1	0	1	0	0	3		
	# of Vehicles	15	12	3	0	5	0	0	24	59	
4:45-5:00pm	# of Gaps	15	8	2	0	1	0	0	0		
	# of Vehicles	15	16	6	0	5	0	0	0	42	
5:00-5:15pm	# of Gaps	23	4	8	1	1	0	0	1		
	# of Vehicles	23	8	24	4	5	0	0	8	72	233

Proposed Mixed Use Development - 547 East Genesee Street, Fayetteville, NY

Speed Study Measurements -East Genesee Street Passing Site

1/15/2020

Distance Travelled (ft) = 180

50 Speed Measurements per Direction

Speed Limit 30 mph

EB Time Seconds	Calculated Speed	EB Time Seconds	Calculated Speed	WB Time Seconds	Calculated Speed	WB Time Seconds	Calculated Speed
4.65	26	3.41	36	4.53	27	3.59	34
4.41	28	3.35	37	4.44	28	3.58	34
4.13	30	3.34	37	4.44	28	3.57	34
4.1	30	3.31	37	4.31	28	3.53	35
4.06	30	3.31	37	4.16	30	3.52	35
3.97	31	3.28	37	4.04	30	3.5	35
3.79	32	3.22	38	4.01	31	3.47	35
3.78	32	3.21	38	3.97	31	3.47	35
3.69	33	3.21	38	3.91	31	3.47	35
3.68	33	3.16	39	3.91	31	3.41	36
3.67	33	3.13	39	3.9	31	3.35	37
3.65	34	3.12	39	3.85	32	3.28	37
3.64	34	3.12	39	3.84	32	3.28	37
3.62	34	3.12	39	3.81	32	3.25	38
3.61	34	3.1	40	3.75	33	3.25	38
3.59	34	3.07	40	3.72	33	3.22	38
3.59	34	3.03	41	3.71	33	3.21	38
3.59	34	3.03	41	3.69	33	3.16	39
3.59	34	3	41	3.69	33	3.16	39
3.54	35	2.97	41	3.66	34	3.16	39
3.51	35	2.97	41	3.64	34	3.13	39
3.47	35	2.91	42	3.63	34	3.12	39
3.47	35	2.84	43	3.62	34	3.06	40
3.44	36	2.81	44	3.6	34	2.81	44
3.43	36	2.62	47	3.59	34	2.75	45

Eastbound

Average Speed =

36 mph

85th Percentile Speed =

41 mph

Westbound

Average Speed =

35 mph

85th Percentile Speed =

38.5 mph

APPENDIX D

Traffic Count Data

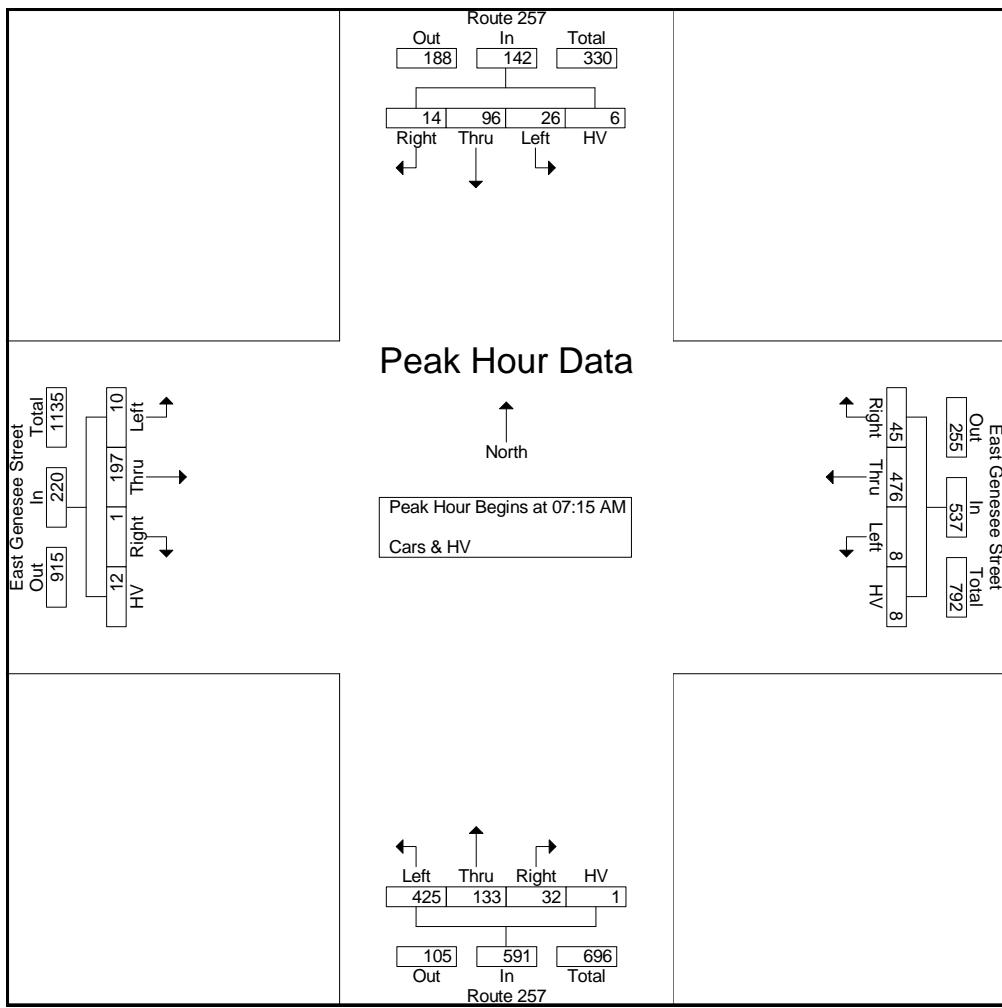
File Name : route 5 @ route 257
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 1

Groups Printed- Cars & HV

	Route 257 Southbound				East Genesee Street Westbound				Route 257 Northbound				East Genesee Street Eastbound				Int. Total
	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	
07:00 AM	4	23	5	1	12	98	1	0	5	32	74	1	0	45	2	1	304
07:15 AM	5	31	6	2	14	116	2	2	5	36	86	1	0	51	3	1	361
07:30 AM	4	20	10	2	16	125	3	1	4	35	122	0	0	40	2	0	384
07:45 AM	4	24	6	1	12	137	2	1	13	36	123	0	1	67	5	7	439
Total	17	98	27	6	54	476	8	4	27	139	405	2	1	203	12	9	1488
08:00 AM	1	21	4	1	3	98	1	4	10	26	94	0	0	39	0	4	306
08:15 AM	6	17	8	1	7	111	8	4	2	24	104	1	0	58	0	1	352
08:30 AM	1	23	8	0	9	97	14	4	10	26	98	0	0	59	4	6	359
08:45 AM	1	36	13	2	7	89	9	4	12	26	112	1	0	60	5	4	381
Total	9	97	33	4	26	395	32	16	34	102	408	2	0	216	9	15	1398
04:00 PM	2	39	16	0	8	75	13	0	20	33	96	2	0	93	0	4	401
04:15 PM	7	29	11	0	6	91	10	0	23	26	78	1	1	134	2	1	420
04:30 PM	9	38	19	0	9	88	7	2	24	35	80	2	0	112	3	2	430
04:45 PM	3	32	19	1	10	111	5	1	10	26	100	2	0	136	3	3	462
Total	21	138	65	1	33	365	35	3	77	120	354	7	1	475	8	10	1713
05:00 PM	3	30	22	1	8	98	10	0	23	43	78	3	0	124	1	0	444
05:15 PM	7	24	17	0	8	115	6	0	11	27	73	0	0	123	4	0	415
05:30 PM	7	27	16	0	7	98	7	1	13	22	73	0	0	138	5	1	415
05:45 PM	4	33	8	0	6	77	9	1	8	19	71	0	0	122	5	1	364
Total	21	114	63	1	29	388	32	2	55	111	295	3	0	507	15	2	1638
Grand Total	68	447	188	12	142	1624	107	25	193	472	1462	14	2	1401	44	36	6237
Apprch %	9.5	62.5	26.3	1.7	7.5	85.6	5.6	1.3	9	22	68.3	0.7	0.1	94.5	3	2.4	
Total %	1.1	7.2	3	0.2	2.3	26	1.7	0.4	3.1	7.6	23.4	0.2	0	22.5	0.7	0.6	

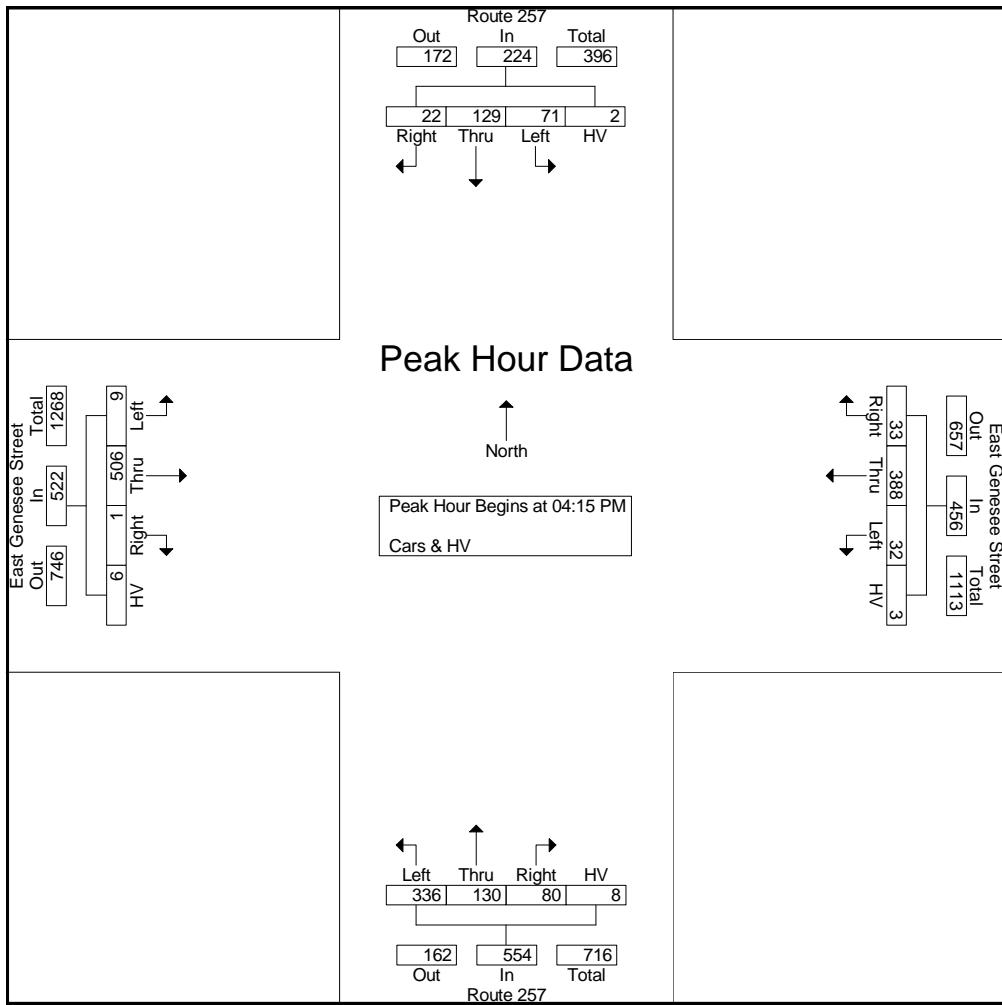
File Name : route 5 @ route 257
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 2

	Route 257 Southbound				East Genesee Street Westbound				Route 257 Northbound				East Genesee Street Eastbound								
	Start Time	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Int. Total				
Peak Hour Analysis From 07:00 AM to 11:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	5	31	6	2	44	14	116	2	2	134	5	36	86	1	128	0	51	3	1	55	361
07:30 AM	4	20	10	2	36	16	125	3	1	145	4	35	122	0	161	0	40	2	0	42	384
07:45 AM	4	24	6	1	35	12	137	2	1	152	13	36	123	0	172	1	67	5	7	80	439
08:00 AM	1	21	4	1	27	3	98	1	4	106	10	26	94	0	130	0	39	0	4	43	306
Total Volume	14	96	26	6	142	45	476	8	8	537	32	133	425	1	591	1	197	10	12	220	1490
% App. Total	9.9	67.6	18.3	4.2		8.4	88.6	1.5	1.5		5.4	22.5	71.9	0.2		0.5	89.5	4.5	5.5		
PHF	.700	.774	.650	.750	.807	.703	.869	.667	.500	.883	.615	.924	.864	.250	.859	.250	.735	.500	.429	.688	.849



File Name : route 5 @ route 257
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 3

	Route 257 Southbound					East Genesee Street Westbound					Route 257 Northbound					East Genesee Street Eastbound					
	Start Time	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total
Peak Hour Analysis From 11:45 AM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	7	29	11	0	47	6	91	10	0	107	23	26	78	1	128	1	134	2	1	138	420
04:30 PM	9	38	19	0	66	9	88	7	2	106	24	35	80	2	141	0	112	3	2	117	430
04:45 PM	3	32	19	1	55	10	111	5	1	127	10	26	100	2	138	0	136	3	3	142	462
05:00 PM	3	30	22	1	56	8	98	10	0	116	23	43	78	3	147	0	124	1	0	125	444
Total Volume	22	129	71	2	224	33	388	32	3	456	80	130	336	8	554	1	506	9	6	522	1756
% App. Total	9.8	57.6	31.7	0.9		7.2	85.1	7	0.7		14.4	23.5	60.6	1.4		0.2	96.9	1.7	1.1		
PHF	.611	.849	.807	.500	.848	.825	.874	.800	.375	.898	.833	.756	.840	.667	.942	.250	.930	.750	.500	.919	.950



File Name : route 5 @ route 257
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 1

Groups Printed- Peds

Start Time	Route 257 Southbound				East Genesee Street Westbound				Route 257 Northbound				East Genesee Street Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	4
08:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	2	5
Total	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	3	9
04:00 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	7
04:15 PM	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	8	0	0	0	3	0	0	0	2	0	0	0	1	14
05:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
05:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	7
Total	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	10
Grand Total	0	0	0	17	0	0	0	6	0	0	0	4	0	0	0	10	37
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	100
Total %	0	0	0	45.9	0	0	0	16.2	0	0	0	10.8	0	0	0	27	100

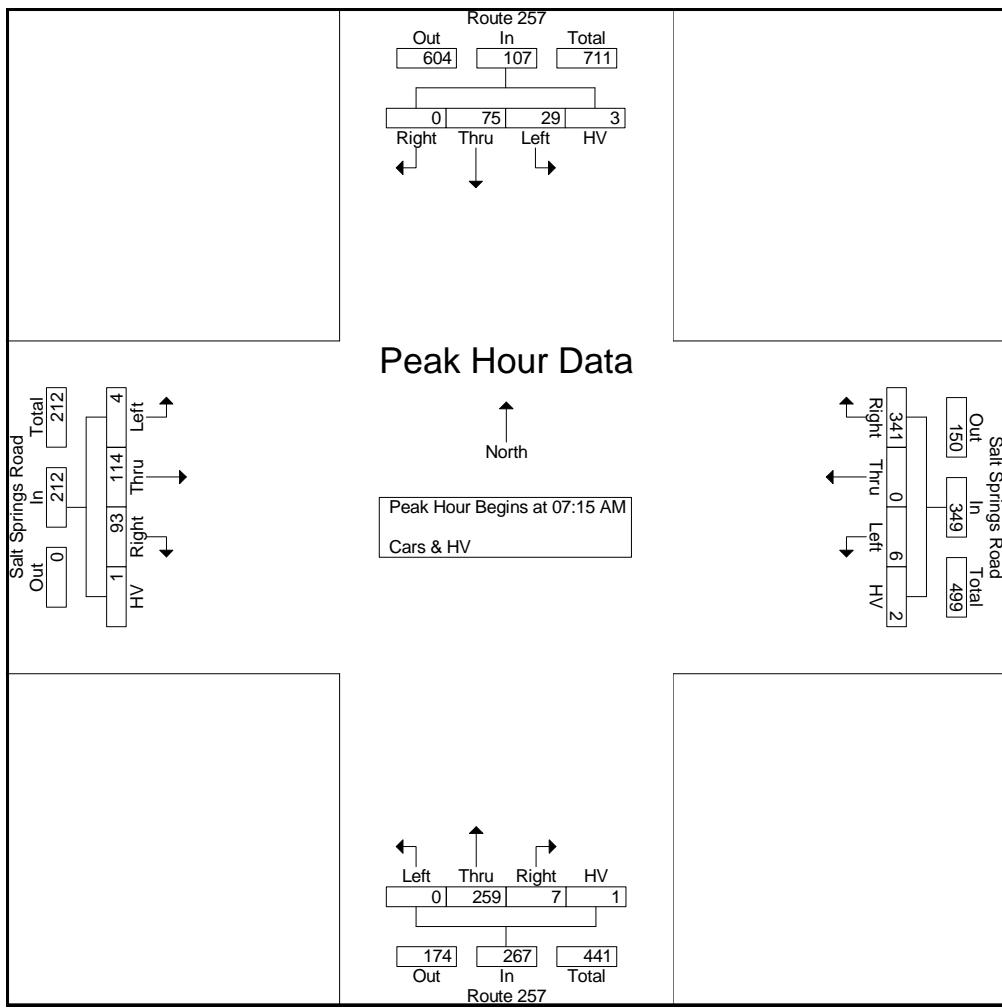
File Name : route 257 @ salt springs road
 Site Code : 00000000
 Start Date : 1/15/2020
 Page No : 1

Groups Printed- Cars & HV

Start Time	Route 257 Southbound				Salt Springs Road Westbound				Route 257 Northbound				Salt Springs Road Eastbound				Int. Total
	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	
07:00 AM	0	12	9	0	66	0	1	0	1	26	0	0	13	25	0	0	153
07:15 AM	0	17	16	2	79	0	0	1	3	58	0	1	20	43	0	0	240
07:30 AM	0	20	5	0	91	0	2	0	2	69	0	0	26	32	0	0	247
07:45 AM	0	25	5	0	81	0	4	1	2	70	0	0	35	17	3	1	244
Total	0	74	35	2	317	0	7	2	8	223	0	1	94	117	3	1	884
08:00 AM	0	13	3	1	90	0	0	0	0	62	0	0	12	22	1	0	204
08:15 AM	0	16	3	0	84	0	1	0	4	44	0	0	20	14	1	0	187
08:30 AM	0	36	4	1	67	0	4	0	0	60	0	1	20	28	0	0	221
08:45 AM	0	34	5	3	72	0	4	0	0	81	0	1	23	45	0	1	269
Total	0	99	15	5	313	0	9	0	4	247	0	2	75	109	2	1	881
04:00 PM	0	23	18	0	53	0	6	0	7	71	0	1	39	76	6	0	300
04:15 PM	0	35	10	0	54	0	5	0	6	74	0	1	38	56	11	0	290
04:30 PM	0	28	12	1	33	1	2	0	3	82	0	0	33	57	4	0	256
04:45 PM	0	24	14	2	57	0	3	0	5	80	0	2	37	75	6	0	305
Total	0	110	54	3	197	1	16	0	21	307	0	4	147	264	27	0	1151
05:00 PM	0	23	10	1	45	0	7	1	7	84	0	1	42	71	6	0	298
05:15 PM	0	27	12	0	44	0	6	0	1	70	0	1	28	72	6	1	268
05:30 PM	0	16	16	0	52	0	4	3	0	49	0	0	40	68	4	0	252
05:45 PM	0	31	11	0	38	0	5	0	3	51	0	0	35	83	3	0	260
Total	0	97	49	1	179	0	22	4	11	254	0	2	145	294	19	1	1078
Grand Total	0	380	153	11	1006	1	54	6	44	1031	0	9	461	784	51	3	3994
Apprch %	0	69.9	28.1	2	94.3	0.1	5.1	0.6	4.1	95.1	0	0.8	35.5	60.4	3.9	0.2	
Total %	0	9.5	3.8	0.3	25.2	0	1.4	0.2	1.1	25.8	0	0.2	11.5	19.6	1.3	0.1	

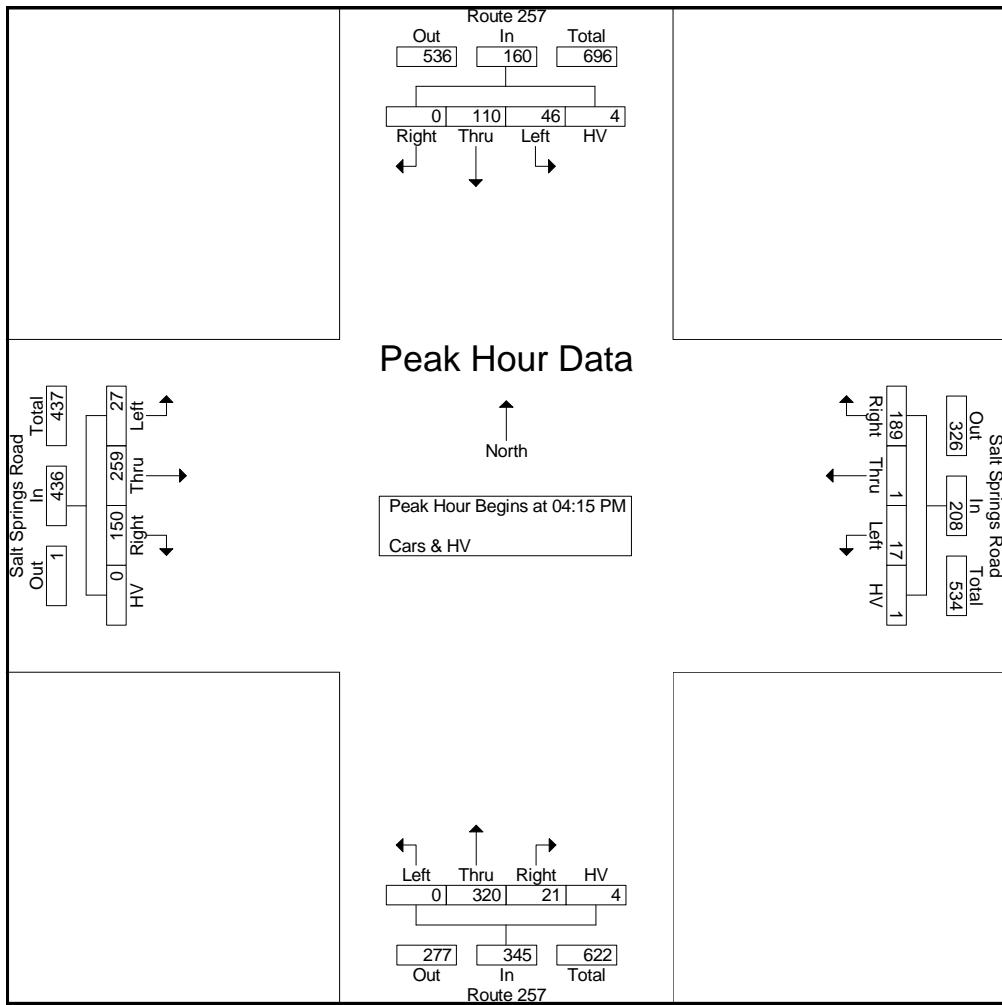
File Name : route 257 @ salt springs road
 Site Code : 00000000
 Start Date : 1/15/2020
 Page No : 2

	Route 257 Southbound				Salt Springs Road Westbound				Route 257 Northbound				Salt Springs Road Eastbound									
	Start Time	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	17	16	2	35	79	0	0	1	80	3	58	0	1	62	20	43	0	0	63	240	
07:30 AM	0	20	5	0	25	91	0	2	0	93	2	69	0	0	71	26	32	0	0	58	247	
07:45 AM	0	25	5	0	30	81	0	4	1	86	2	70	0	0	72	35	17	3	1	56	244	
08:00 AM	0	13	3	1	17	90	0	0	0	90	0	62	0	0	62	12	22	1	0	35	204	
Total Volume	0	75	29	3	107	341	0	6	2	349	7	259	0	1	267	93	114	4	1	212	935	
% App. Total	0	70.1	27.1	2.8		97.7	0	1.7	0.6		2.6	97	0	0.4		43.9	53.8	1.9	0.5			
PHF	.000	.750	.453	.375	.764	.937	.000	.375	.500	.938	.583	.925	.000	.250	.927	.664	.663	.333	.250	.841	.946	



File Name : route 257 @ salt springs road
 Site Code : 00000000
 Start Date : 1/15/2020
 Page No : 3

	Route 257 Southbound				Salt Springs Road Westbound				Route 257 Northbound				Salt Springs Road Eastbound								
	Start Time	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Int. Total				
Peak Hour Analysis From 04:15 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	35	10	0	45	54	0	5	0	59	6	74	0	1	81	38	56	11	0	105	290
04:30 PM	0	28	12	1	41	33	1	2	0	36	3	82	0	0	85	33	57	4	0	94	256
04:45 PM	0	24	14	2	40	57	0	3	0	60	5	80	0	2	87	37	75	6	0	118	305
05:00 PM	0	23	10	1	34	45	0	7	1	53	7	84	0	1	92	42	71	6	0	119	298
Total Volume	0	110	46	4	160	189	1	17	1	208	21	320	0	4	345	150	259	27	0	436	1149
% App. Total	0	68.8	28.8	2.5		90.9	0.5	8.2	0.5		6.1	92.8	0	1.2		34.4	59.4	6.2	0		
PHF	.000	.786	.821	.500	.889	.829	.250	.607	.250	.867	.750	.952	.000	.500	.938	.893	.863	.614	.000	.916	.942



File Name : route 257 @ salt springs road
 Site Code : 00000000
 Start Date : 1/15/2020
 Page No : 1

Groups Printed- Peds

Start Time	Route 257 Southbound				Salt Springs Road Westbound				Route 257 Northbound				Salt Springs Road Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
Total	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3	6
Grand Total	0	0	0	2	0	0	0	3	0	0	0	4	0	0	0	8	17
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	0	100
Total %	0	0	0	11.8	0	0	0	17.6	0	0	0	23.5	0	0	0	47.1	

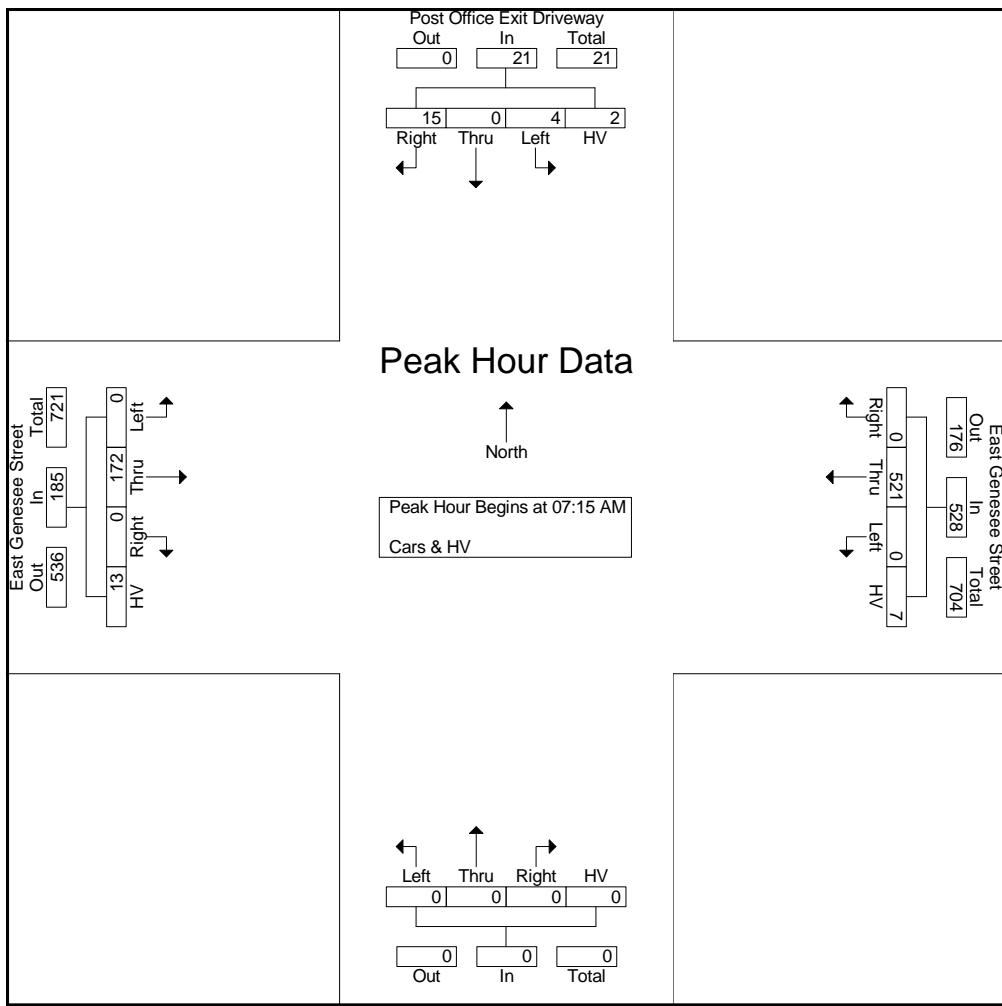
File Name : route 5 @ Post Office Exit
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 1

Groups Printed- Cars & HV

	Post Office Exit Driveway Southbound				East Genesee Street Westbound				Northbound				East Genesee Street Eastbound				
Start Time	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Int. Total
07:00 AM	3	0	0	0	0	102	0	1	0	0	0	0	0	34	0	2	142
07:15 AM	3	0	1	1	0	130	0	2	0	0	0	0	0	39	0	2	178
07:30 AM	4	0	0	0	0	154	0	2	0	0	0	0	0	39	0	1	200
07:45 AM	5	0	1	0	0	135	0	0	0	0	0	0	0	46	0	7	194
Total	15	0	2	1	0	521	0	5	0	0	0	0	0	158	0	12	714
08:00 AM	3	0	2	1	0	102	0	3	0	0	0	0	0	48	0	3	162
08:15 AM	1	0	1	0	0	103	0	3	0	0	0	0	0	47	0	1	156
08:30 AM	13	0	3	0	0	116	0	4	0	0	0	0	0	36	0	5	177
08:45 AM	15	0	2	0	0	87	0	3	0	0	0	0	0	65	0	4	176
Total	32	0	8	1	0	408	0	13	0	0	0	0	0	196	0	13	671
04:00 PM	10	0	6	0	0	65	0	0	0	0	0	0	0	126	0	4	211
04:15 PM	12	0	2	0	0	81	0	0	0	0	0	0	0	145	0	1	241
04:30 PM	7	0	4	0	0	78	0	2	0	0	0	0	0	152	0	0	243
04:45 PM	9	0	3	0	0	108	0	2	0	0	0	0	0	169	0	3	294
Total	38	0	15	0	0	332	0	4	0	0	0	0	0	592	0	8	989
05:00 PM	7	0	6	0	0	82	0	0	0	0	0	0	0	155	0	0	250
05:15 PM	4	0	1	0	0	109	0	0	0	0	0	0	0	151	0	0	265
05:30 PM	4	0	2	0	0	79	0	0	0	0	0	0	0	165	0	1	251
05:45 PM	4	0	1	1	0	91	0	0	0	0	0	0	0	146	0	1	244
Total	19	0	10	1	0	361	0	0	0	0	0	0	0	617	0	2	1010
Grand Total	104	0	35	3	0	1622	0	22	0	0	0	0	0	1563	0	35	3384
Apprch %	73.2	0	24.6	2.1	0	98.7	0	1.3	0	0	0	0	0	97.8	0	2.2	
Total %	3.1	0	1	0.1	0	47.9	0	0.7	0	0	0	0	0	46.2	0	1	

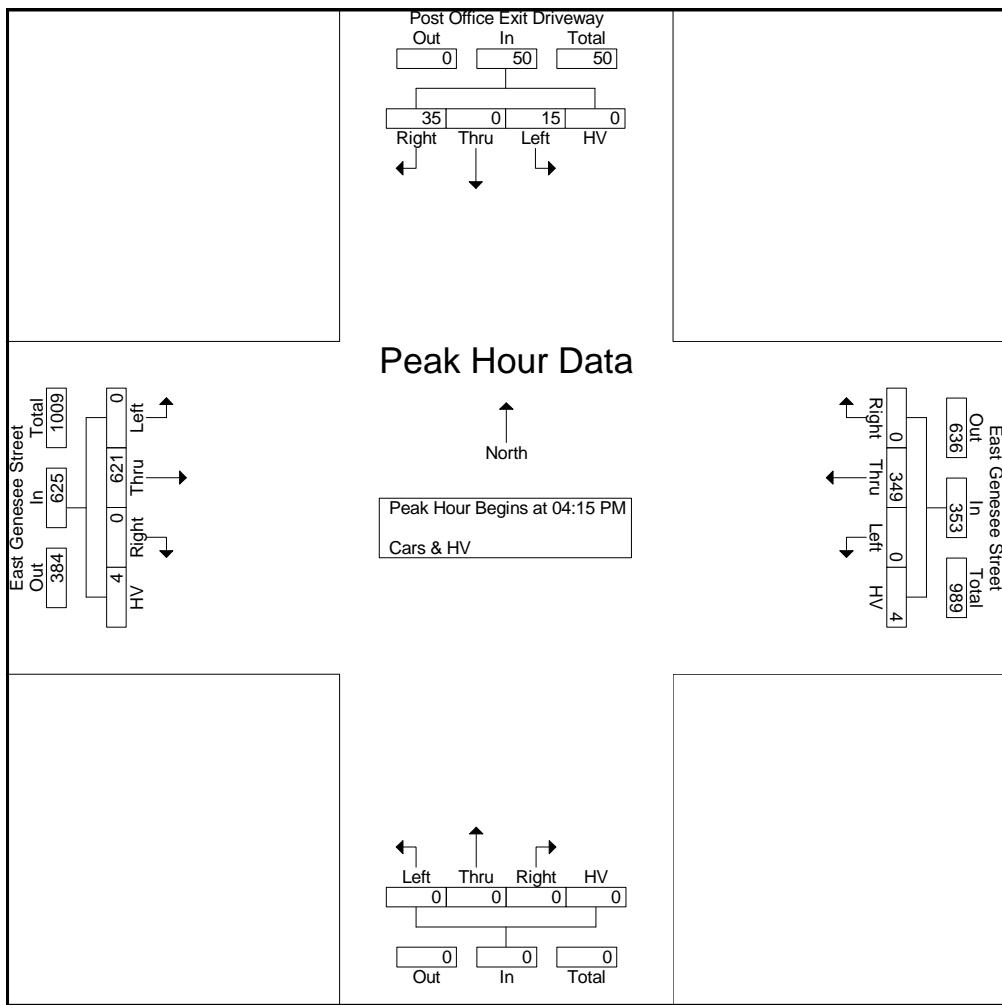
File Name : route 5 @ Post Office Exit
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 2

	Post Office Exit Driveway Southbound				East Genesee Street Westbound				Northbound				East Genesee Street Eastbound								
	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	0	1	1	5	0	130	0	2	132	0	0	0	0	0	0	39	0	2	41	178
07:30 AM	4	0	0	0	4	0	154	0	2	156	0	0	0	0	0	0	39	0	1	40	200
07:45 AM	5	0	1	0	6	0	135	0	0	135	0	0	0	0	0	0	46	0	7	53	194
08:00 AM	3	0	2	1	6	0	102	0	3	105	0	0	0	0	0	0	48	0	3	51	162
Total Volume	15	0	4	2	21	0	521	0	7	528	0	0	0	0	0	0	172	0	13	185	734
% App. Total	71.4	0	19	9.5		0	98.7	0	1.3		0	0	0	0	0	0	93	0	7		
PHF	.750	.000	.500	.500	.875	.000	.846	.000	.583	.846	.000	.000	.000	.000	.000	.000	.896	.000	.464	.873	.918



File Name : route 5 @ Post Office Exit
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 3

	Post Office Exit Driveway Southbound					East Genesee Street Westbound					Northbound					East Genesee Street Eastbound						
	Start Time	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:15 PM																						
04:15 PM	12	0	2	0	14	0	81	0	0	81	0	0	0	0	0	0	0	145	0	1	146	241
04:30 PM	7	0	4	0	11	0	78	0	2	80	0	0	0	0	0	0	0	152	0	0	152	243
04:45 PM	9	0	3	0	12	0	108	0	2	110	0	0	0	0	0	0	0	169	0	3	172	294
05:00 PM	7	0	6	0	13	0	82	0	0	82	0	0	0	0	0	0	0	155	0	0	155	250
Total Volume	35	0	15	0	50	0	349	0	4	353	0	0	0	0	0	0	0	621	0	4	625	1028
% App. Total	70	0	30	0		0	98.9	0	1.1		0	0	0	0	0	0	0	99.4	0	0.6		
PHF	.729	.000	.625	.000	.893	.000	.808	.000	.500	.802	.000	.000	.000	.000	.000	.000	.000	.919	.000	.333	.908	.874



File Name : route 5 @ Post Office Exit
Site Code : 00000001
Start Date : 1/15/2020
Page No : 1

Groups Printed- Peds

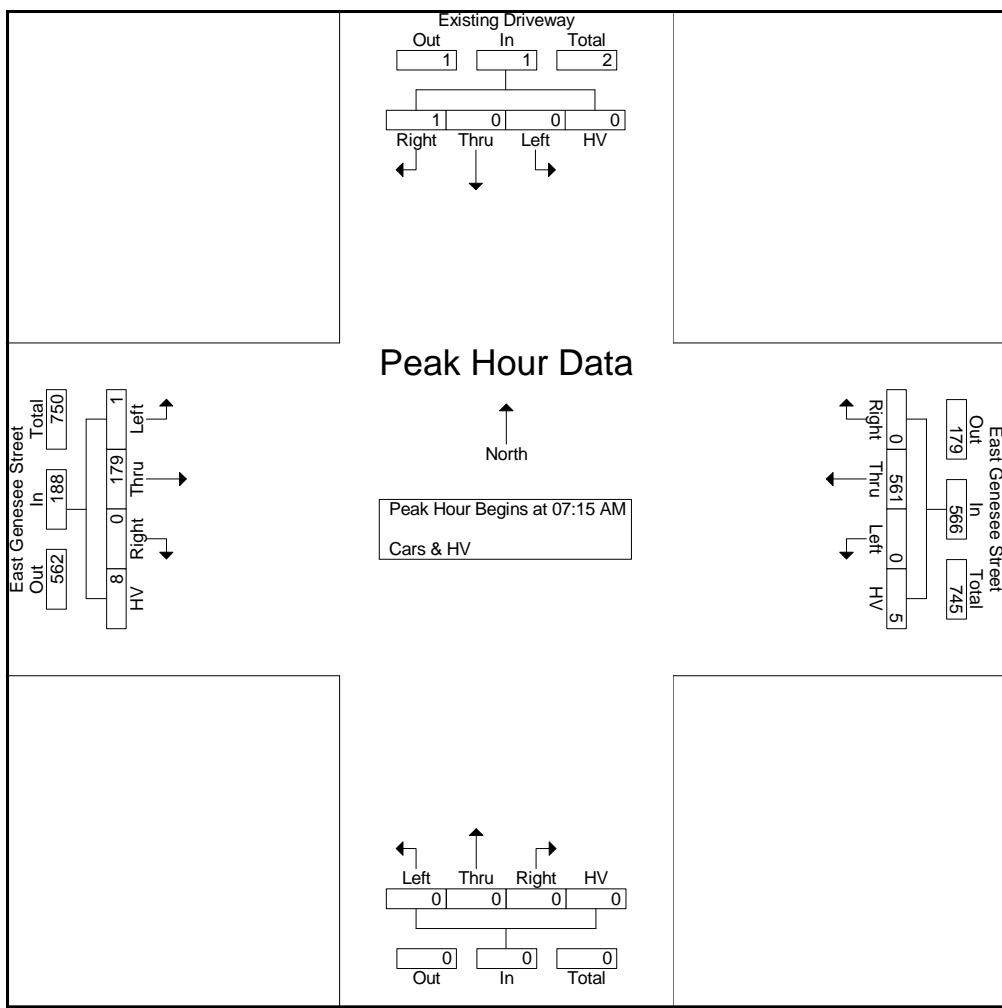
File Name : route 5 @ existing driveway
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 1

Groups Printed- Cars & HV

	Existing Driveway Southbound				East Genesee Street Westbound				Northbound				East Genesee Street Eastbound				Int. Total
	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	
Start Time																	
07:00 AM	0	0	0	0	0	108	0	2	0	0	0	0	0	35	0	2	147
07:15 AM	0	0	0	0	0	138	0	2	0	0	0	0	0	39	0	1	180
07:30 AM	0	0	0	0	0	169	0	1	0	0	0	0	0	41	0	1	212
07:45 AM	0	0	0	0	0	145	0	1	0	0	0	0	0	58	0	5	209
Total	0	0	0	0	0	560	0	6	0	0	0	0	0	173	0	9	748
08:00 AM	1	0	0	0	0	109	0	1	0	0	0	0	0	41	1	1	154
08:15 AM	0	0	0	0	1	126	0	4	0	0	0	0	0	61	0	0	192
08:30 AM	0	0	0	0	0	136	0	6	0	0	0	0	0	60	2	4	208
08:45 AM	0	0	0	0	1	98	0	3	0	0	0	0	0	78	1	4	185
Total	1	0	0	0	2	469	0	14	0	0	0	0	0	240	4	9	739
04:00 PM	0	0	0	0	1	78	0	0	0	0	0	0	0	133	1	0	213
04:15 PM	0	0	1	0	0	97	0	0	0	0	0	0	0	144	1	4	247
04:30 PM	0	0	1	0	0	91	0	2	0	0	0	0	0	164	0	0	258
04:45 PM	0	0	1	0	0	114	0	1	0	0	0	0	0	155	0	2	273
Total	0	0	3	0	1	380	0	3	0	0	0	0	0	596	2	6	991
05:00 PM	0	0	0	0	0	87	0	0	0	0	0	0	0	136	0	0	223
05:15 PM	0	0	0	0	0	103	0	0	0	0	0	0	0	137	0	0	240
05:30 PM	1	0	0	0	0	91	0	0	0	0	0	0	0	168	0	0	260
05:45 PM	0	0	0	0	0	88	0	0	0	0	0	0	0	145	0	0	233
Total	1	0	0	0	0	369	0	0	0	0	0	0	0	586	0	0	956
Grand Total	2	0	3	0	3	1778	0	23	0	0	0	0	0	1595	6	24	3434
Apprch %	40	0	60	0	0.2	98.6	0	1.3	0	0	0	0	0	98.2	0.4	1.5	
Total %	0.1	0	0.1	0	0.1	51.8	0	0.7	0	0	0	0	0	46.4	0.2	0.7	

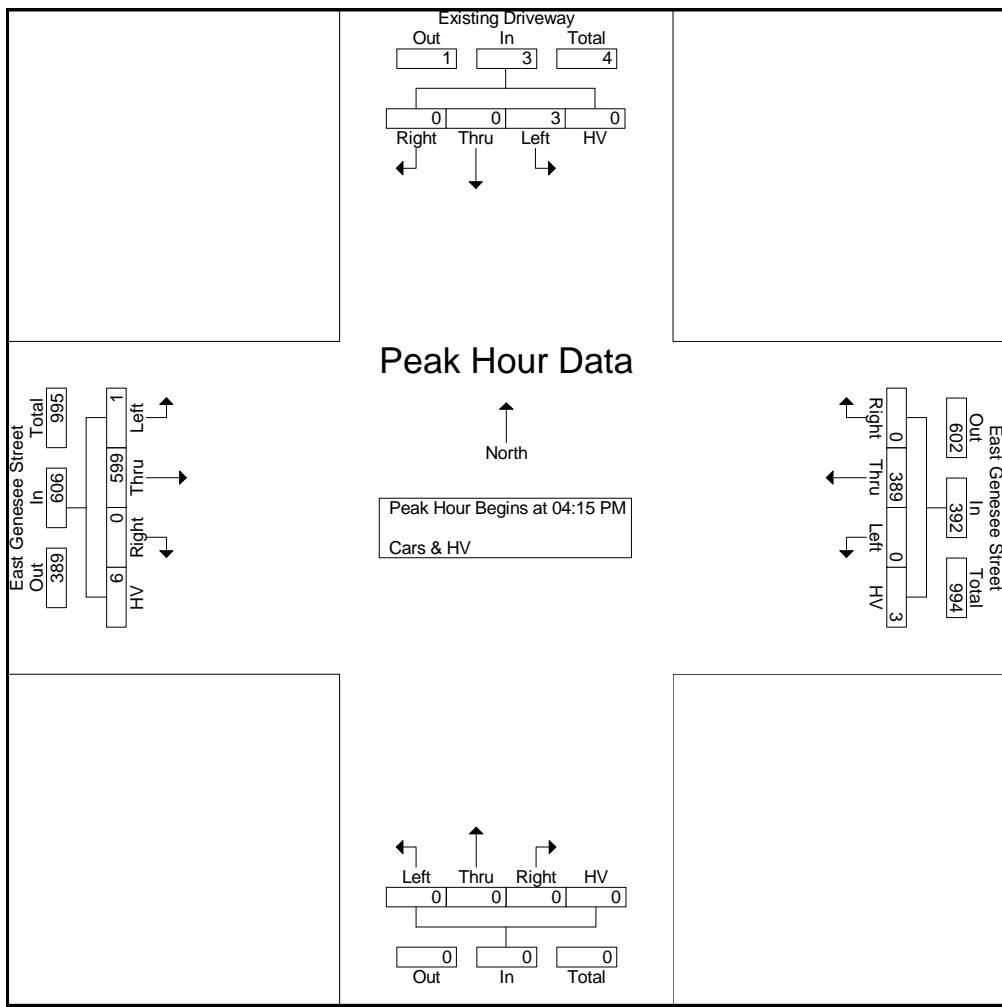
File Name : route 5 @ existing driveway
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 2

	Existing Driveway Southbound				East Genesee Street Westbound				Northbound				East Genesee Street Eastbound								
	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	138	0	2	140	0	0	0	0	0	0	39	0	1	40	180
07:30 AM	0	0	0	0	0	0	169	0	1	170	0	0	0	0	0	0	41	0	1	42	212
07:45 AM	0	0	0	0	0	0	145	0	1	146	0	0	0	0	0	0	58	0	5	63	209
08:00 AM	1	0	0	0	1	0	109	0	1	110	0	0	0	0	0	0	41	1	1	43	154
Total Volume	1	0	0	0	1	0	561	0	5	566	0	0	0	0	0	0	179	1	8	188	755
% App. Total	100	0	0	0	0	0	99.1	0	0.9	0	0	0	0	0	0	0	95.2	0.5	4.3	0	755
PHF	.250	.000	.000	.000	.250	.000	.830	.000	.625	.832	.000	.000	.000	.000	.000	.000	.772	.250	.400	.746	.890



File Name : route 5 @ existing driveway
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 3

Start Time	Existing Driveway				East Genesee Street				Northbound				East Genesee Street							
	Southbound				Westbound								Eastbound							
	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Int. Total				
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:15 PM																				
04:15 PM	0	0	1	0	1	0	97	0	0	97	0	0	0	0	0	144	1	4	149	247
04:30 PM	0	0	1	0	1	0	91	0	2	93	0	0	0	0	0	164	0	0	164	258
04:45 PM	0	0	1	0	1	0	114	0	1	115	0	0	0	0	0	155	0	2	157	273
05:00 PM	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	136	0	0	136	223
Total Volume	0	0	3	0	3	0	389	0	3	392	0	0	0	0	0	599	1	6	606	1001
% App. Total	0	0	100	0		0	99.2	0	0.8		0	0	0	0	0	98.8	0.2	1		
PHF	.000	.000	.750	.000	.750	.000	.853	.000	.375	.852	.000	.000	.000	.000	.000	.913	.250	.375	.924	.917



File Name : route 5 @ existing driveway
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 1

Groups Printed- Peds

Start Time	Existing Driveway Southbound				East Genesee Street Westbound				Northbound				East Genesee Street Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
04:15 PM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	9
05:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
Grand Total	0	0	0	9	0	0	0	0	0	0	0	7	0	0	0	0	16
Apprch %	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0
Total %	0	0	0	56.2	0	0	0	0	0	0	0	43.8	0	0	0	0	0

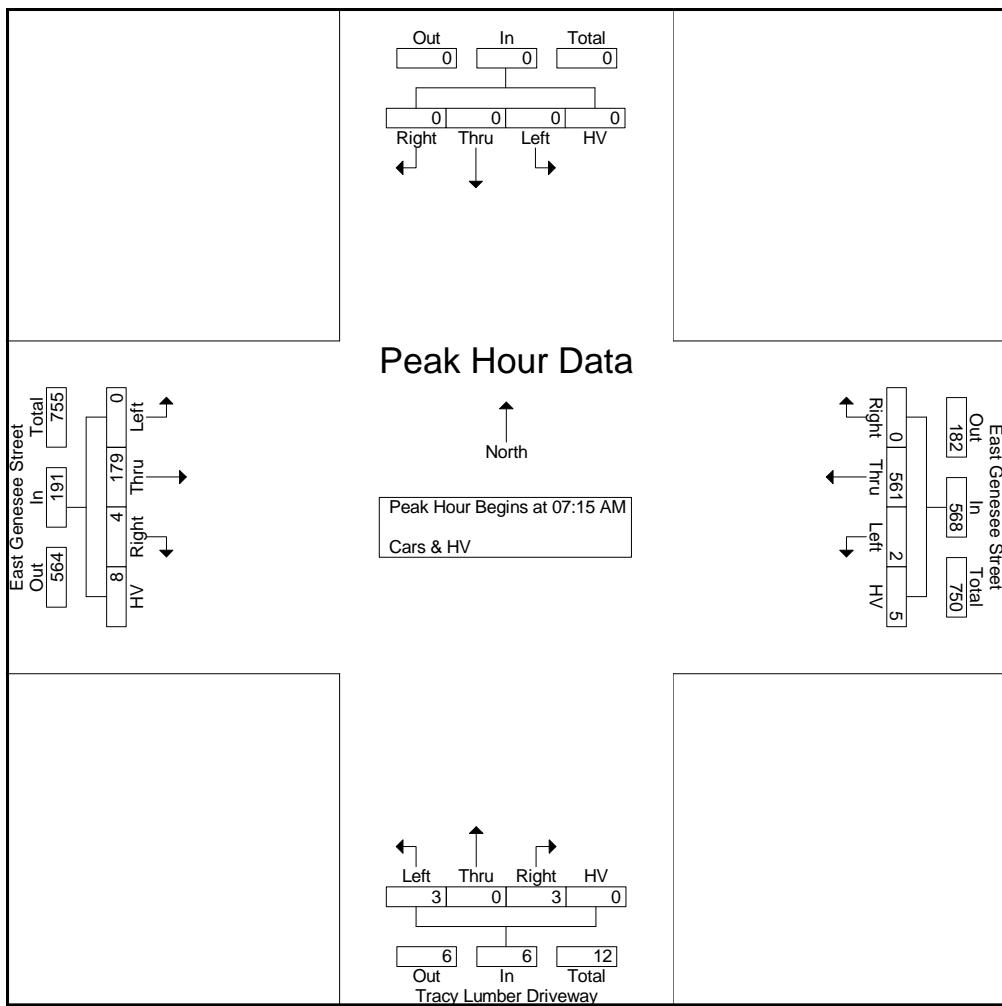
File Name : route 5 @ Tracy Lumber
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 1

Groups Printed- Cars & HV

Start Time	Southbound				East Genesee Street Westbound				Tracy Lumber Driveway Northbound				East Genesee Street Eastbound				Int. Total
	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	
07:00 AM	0	0	0	0	0	108	1	2	0	0	1	0	0	35	0	2	149
07:15 AM	0	0	0	0	0	138	0	2	1	0	0	0	2	39	0	1	183
07:30 AM	0	0	0	0	0	169	0	1	1	0	2	0	1	41	0	1	216
07:45 AM	0	0	0	0	0	145	1	1	0	0	0	0	0	58	0	5	210
Total	0	0	0	0	0	560	2	6	2	0	3	0	3	173	0	9	758
08:00 AM	0	0	0	0	0	109	1	1	1	0	1	0	1	41	0	1	156
08:15 AM	0	0	0	0	0	126	0	4	0	0	1	0	0	61	0	0	192
08:30 AM	0	0	0	0	0	136	1	6	0	0	3	0	2	60	0	4	212
08:45 AM	0	0	0	0	0	98	1	3	1	0	1	0	2	78	0	4	188
Total	0	0	0	0	0	469	3	14	2	0	6	0	5	240	0	9	748
04:00 PM	0	0	0	0	0	78	0	0	0	0	2	0	1	133	0	0	214
04:15 PM	0	0	0	0	0	97	0	0	0	0	2	0	1	144	0	4	248
04:30 PM	0	0	0	0	0	91	0	2	1	0	0	0	1	164	0	0	259
04:45 PM	0	0	0	0	0	114	0	1	2	0	0	0	0	155	0	2	274
Total	0	0	0	0	0	380	0	3	3	0	4	0	3	596	0	6	995
05:00 PM	0	0	0	0	0	87	0	0	1	0	0	0	0	136	0	0	224
05:15 PM	0	0	0	0	0	103	0	0	0	0	0	0	0	137	0	0	240
05:30 PM	0	0	0	0	0	91	0	0	0	0	0	0	0	168	0	0	259
05:45 PM	0	0	0	0	0	88	0	0	0	0	0	0	0	145	0	0	233
Total	0	0	0	0	0	369	0	0	1	0	0	0	0	586	0	0	956
Grand Total	0	0	0	0	0	1778	5	23	8	0	13	0	11	1595	0	24	3457
Apprch %	0	0	0	0	0	98.4	0.3	1.3	38.1	0	61.9	0	0.7	97.9	0	1.5	
Total %	0	0	0	0	0	51.4	0.1	0.7	0.2	0	0.4	0	0.3	46.1	0	0.7	

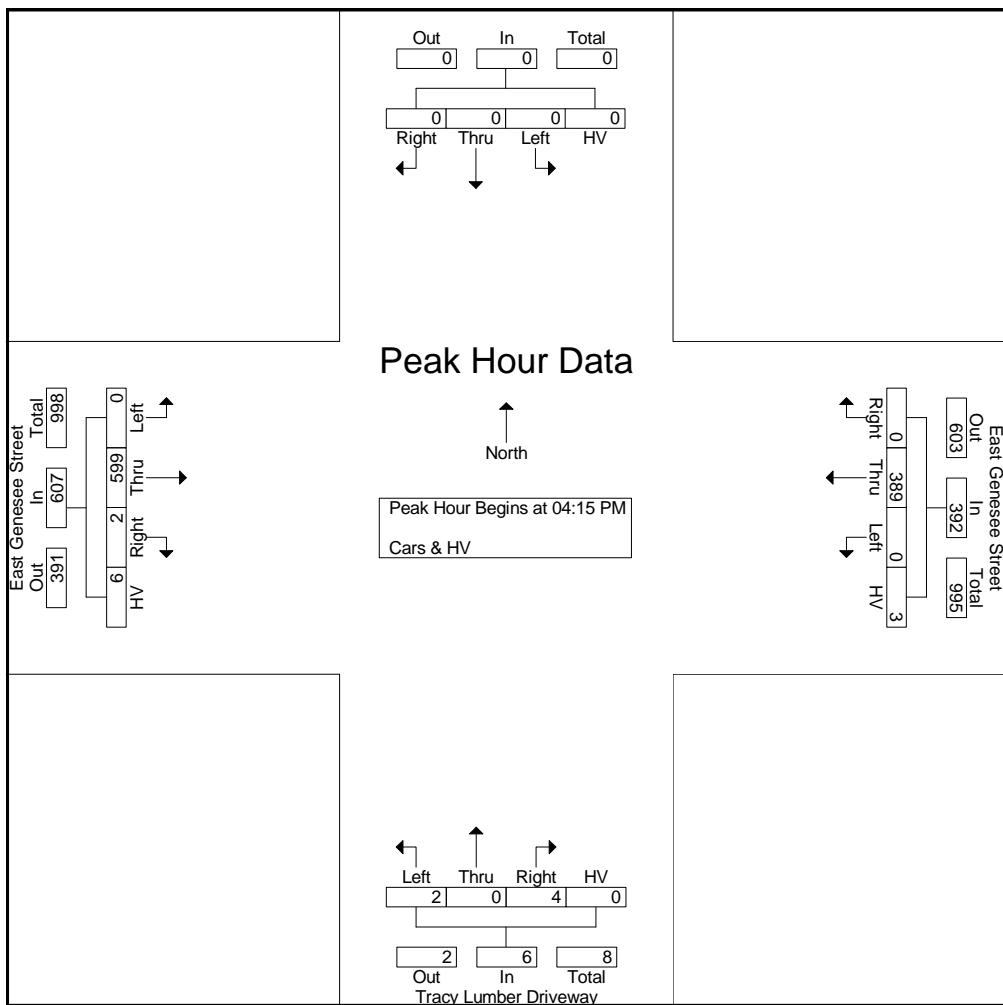
File Name : route 5 @ Tracy Lumber
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 2

	Southbound				East Genesee Street Westbound				Tracy Lumber Driveway Northbound				East Genesee Street Eastbound								
Start Time	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	138	0	2	140	1	0	0	0	1	2	39	0	1	42	183
07:30 AM	0	0	0	0	0	0	169	0	1	170	1	0	2	0	3	1	41	0	1	43	216
07:45 AM	0	0	0	0	0	0	145	1	1	147	0	0	0	0	0	0	58	0	5	63	210
08:00 AM	0	0	0	0	0	0	109	1	1	111	1	0	1	0	2	1	41	0	1	43	156
Total Volume	0	0	0	0	0	0	561	2	5	568	3	0	3	0	6	4	179	0	8	191	765
% App. Total	0	0	0	0	0	0	98.8	0.4	0.9	568	50	0	50	0	2.1	93.7	0	4.2	0	4.2	765
PHF	.000	.000	.000	.000	.000	.000	.830	.500	.625	.835	.750	.000	.375	.000	.500	.500	.772	.000	.400	.758	.885



File Name : route 5 @ Tracy Lumber
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 3

Start Time	Southbound				East Genesee Street Westbound				Tracy Lumber Driveway Northbound				East Genesee Street Eastbound				Int. Total				
	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	Right	Thru	Left	HV	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	97	0	0	97	0	0	2	0	2	1	144	0	4	149	248
04:30 PM	0	0	0	0	0	0	91	0	2	93	1	0	0	0	1	1	164	0	0	165	259
04:45 PM	0	0	0	0	0	0	114	0	1	115	2	0	0	0	2	0	155	0	2	157	274
05:00 PM	0	0	0	0	0	0	87	0	0	87	1	0	0	0	1	0	136	0	0	136	224
Total Volume	0	0	0	0	0	0	389	0	3	392	4	0	2	0	6	2	599	0	6	607	1005
% App. Total	0	0	0	0	0	0	99.2	0	0.8	99.5	66.7	0	33.3	0	0.3	98.7	0	1	100	100	
PHF	.000	.000	.000	.000	.000	.000	.853	.000	.375	.852	.500	.000	.250	.000	.750	.500	.913	.000	.375	.920	.917



File Name : route 5 @ Tracy Lumber
 Site Code : 00000001
 Start Date : 1/15/2020
 Page No : 1

Groups Printed- Peds

Start Time	Southbound				East Genesee Street Westbound				Tracy Lumber Driveway Northbound				East Genesee Street Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
04:15 PM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	9
05:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
Grand Total	0	0	0	9	0	0	0	0	0	0	0	7	0	0	0	0	16
Apprch %	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0
Total %	0	0	0	56.2	0	0	0	0	0	0	0	43.8	0	0	0	0	0

APPENDIX E

Background Growth Rate Calculations

Background Traffic Growth Calculations

Proposed Mixed Use Development, Fayetteville, NY

2017 NYSDOT Traffic Volume Report

Route 5 - East Genesee Street - Between Route 257 and Duguid Road

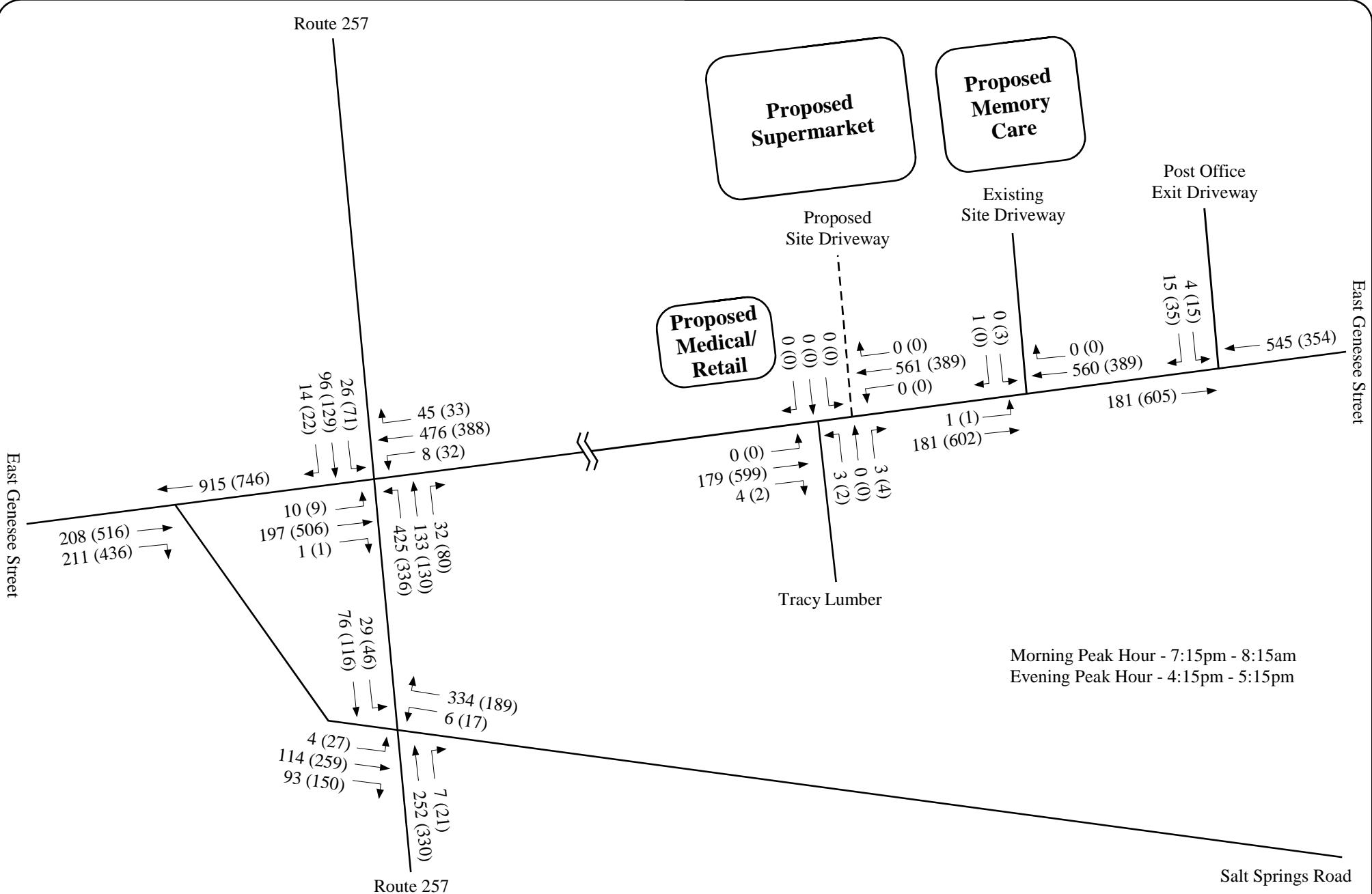
2017 (Est)	2014	2008	2005
8,830 veh	8,875 veh	10,935 veh	11,912 veh
-0.2% per year	-3.1% per year	-2.7% per year	
	-2.1% per year		
		-2.2% per year	

Long Term Growth is Negative.

Use +0.5% annual growth for conservative traffic projections, consistent with past studies

APPENDIX F

Traffic Volume Figures 1-9



Proposed Mixed Use Development - 547 East Genesee Street - Fayetteville, NY

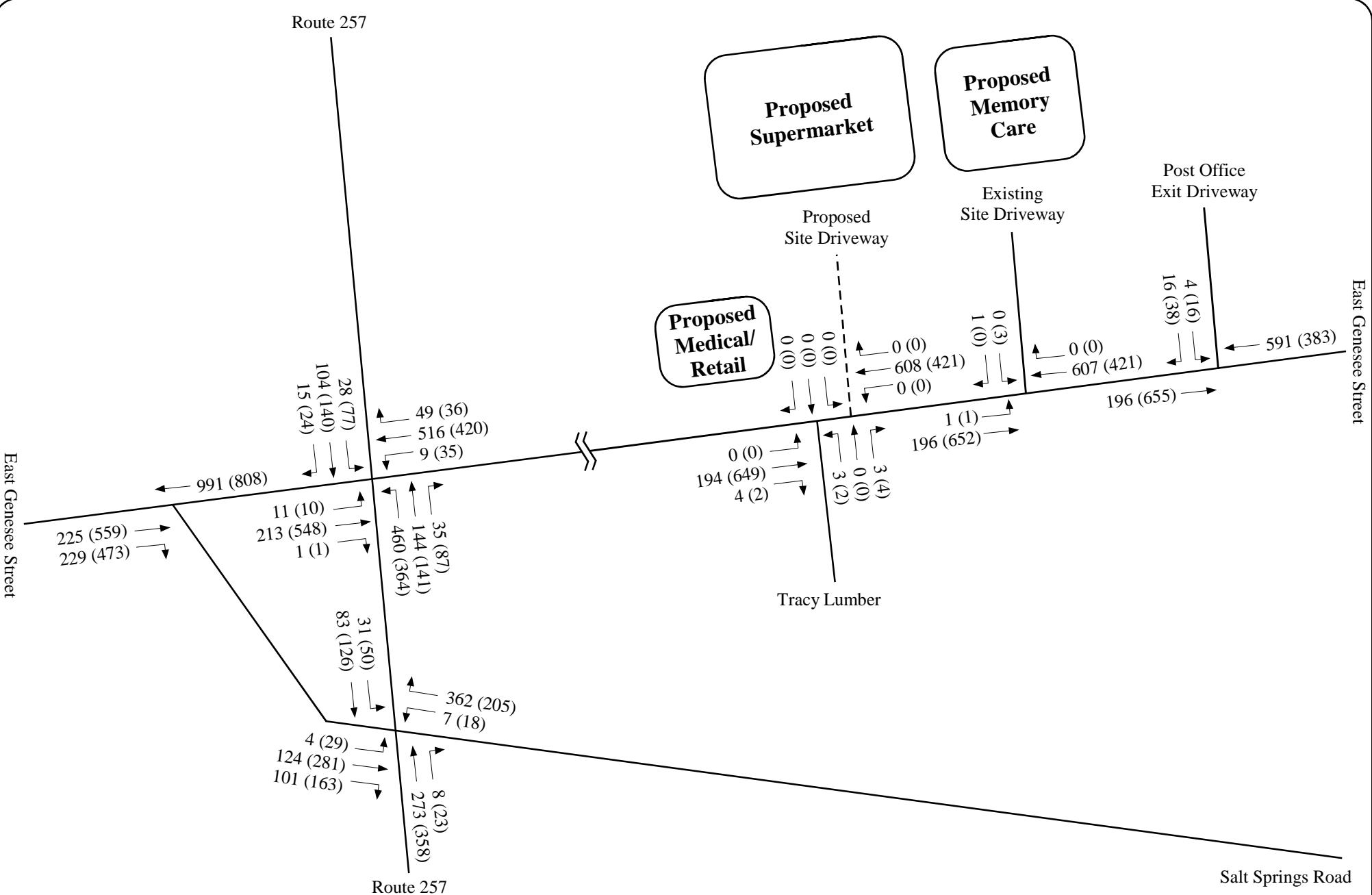
2020 Existing Traffic Volumes - Collected January 15th, 2020

Weekday Morning (Evening) Peak Hour

Figure 1

Not to Scale





Proposed Mixed Use Development - 547 East Genesee Street - Fayetteville, NY

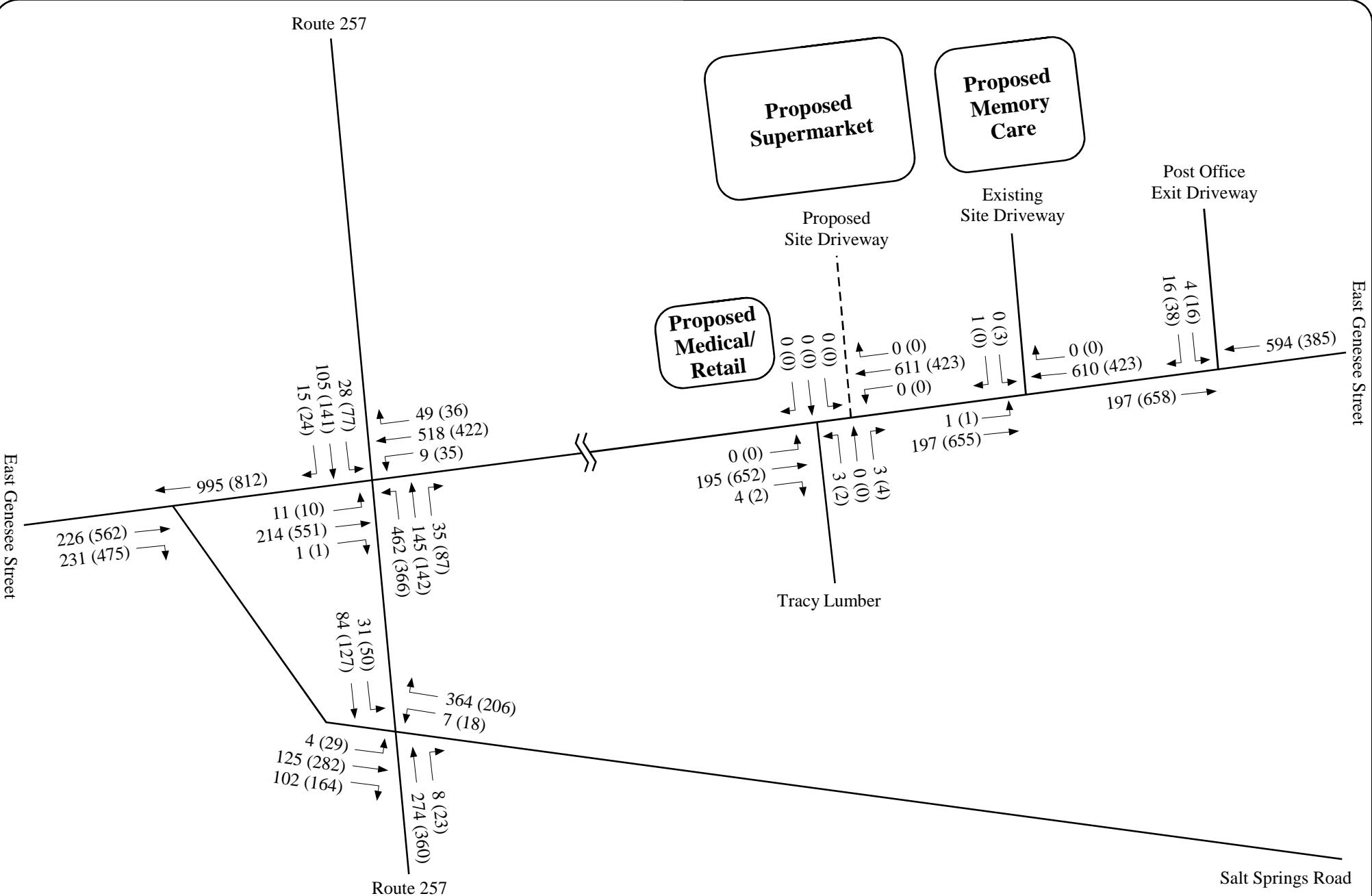
2020 Existing Traffic Volumes - Seasonally Adjusted (Factor Group 30 - January Adjustment = 0.923)

Weekday Morning (Evening) Peak Hour

Figure 2

Not to Scale





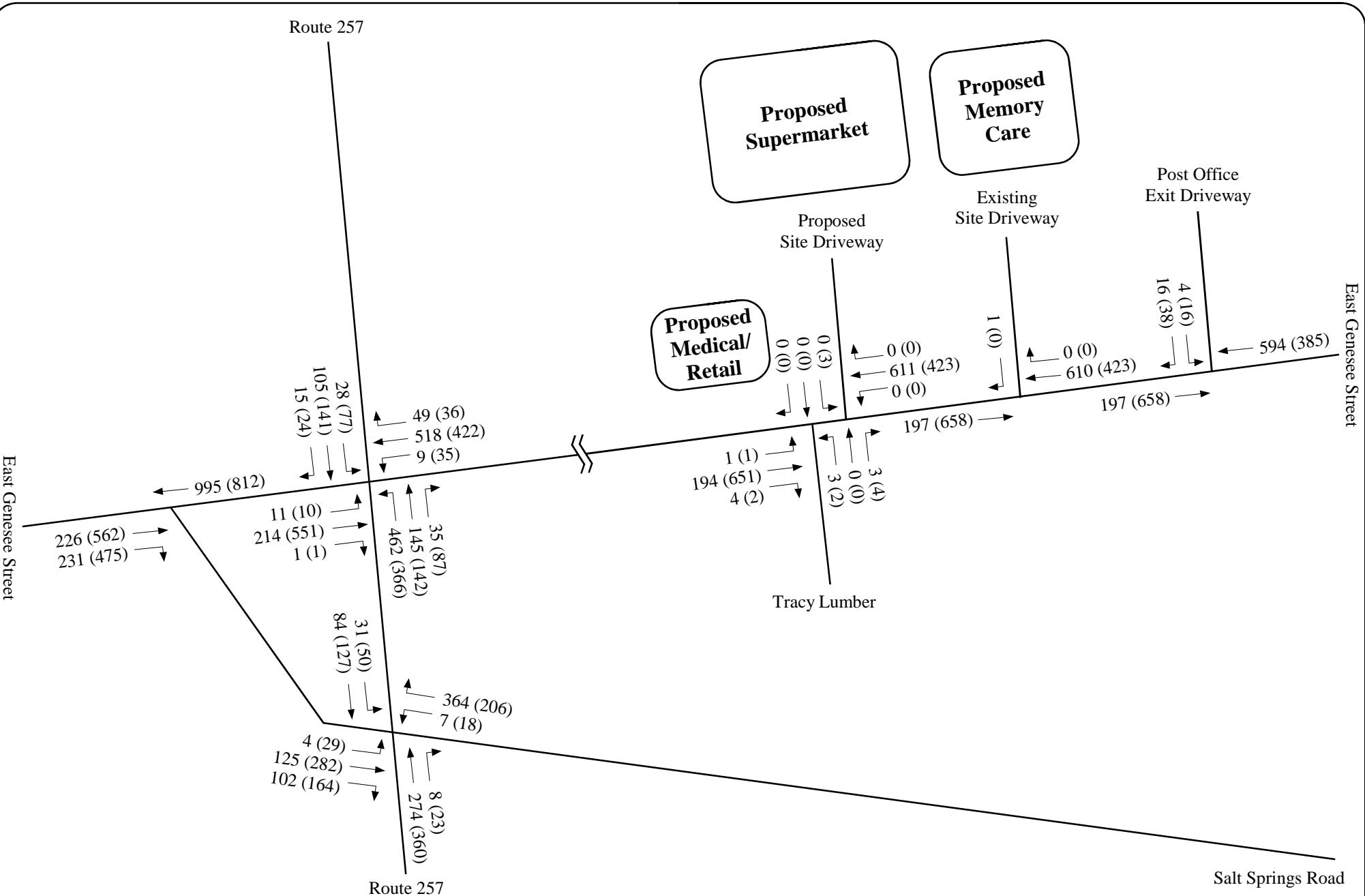
Proposed Mixed Use Development - 547 East Genesee Street - Fayetteville, NY

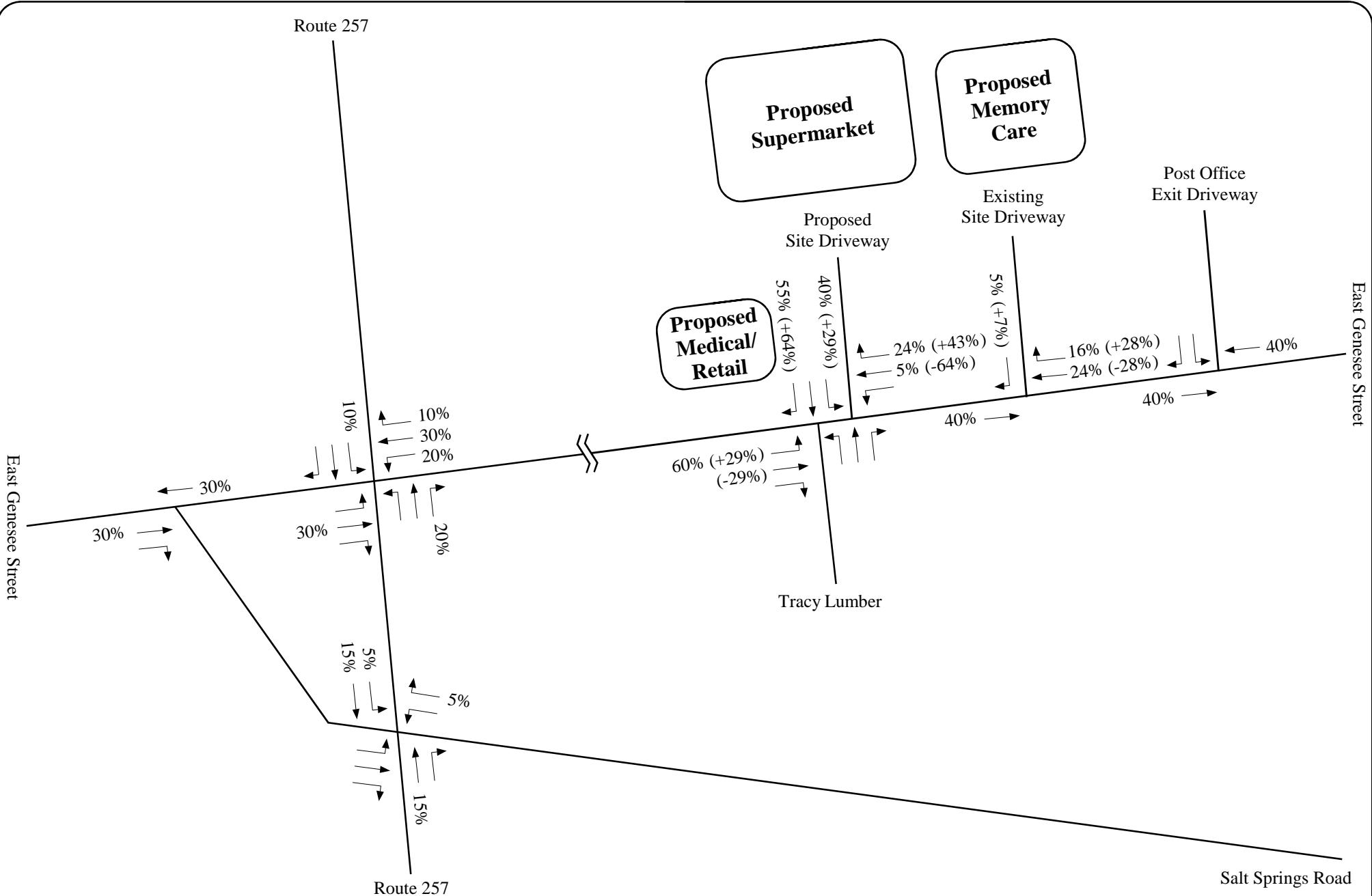
2021 Background Traffic Volumes - With 0.5% Growth Weekday Morning (Evening) Peak Hour

Figure 3

Not to Scale







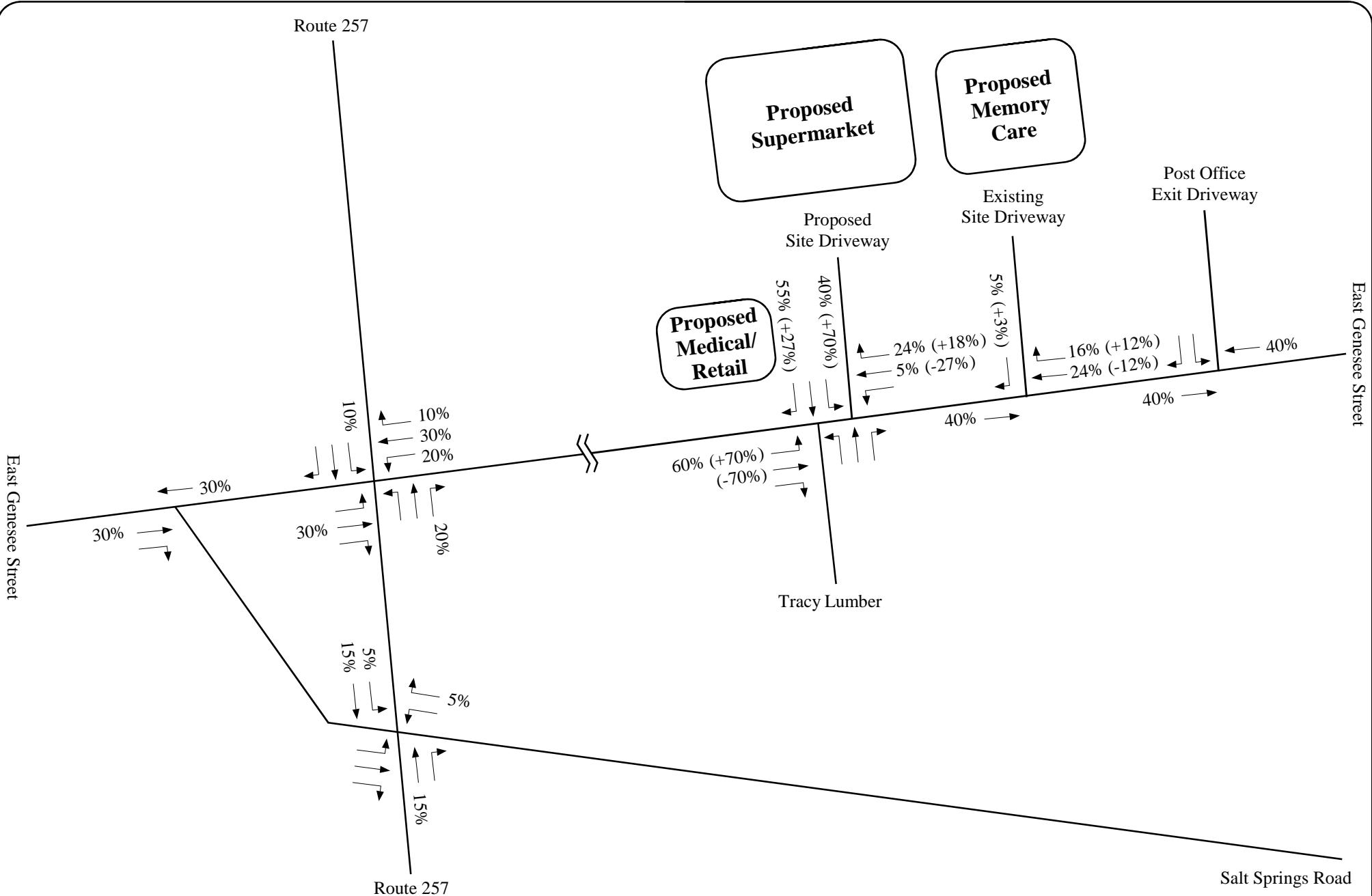
Proposed Mixed Use Development - 547 East Genesee Street - Fayetteville, NY

Arrival / Departure Trip Distribution - Morning Peak Hour

New (Pass-by) Trip Percentage

Figure 5

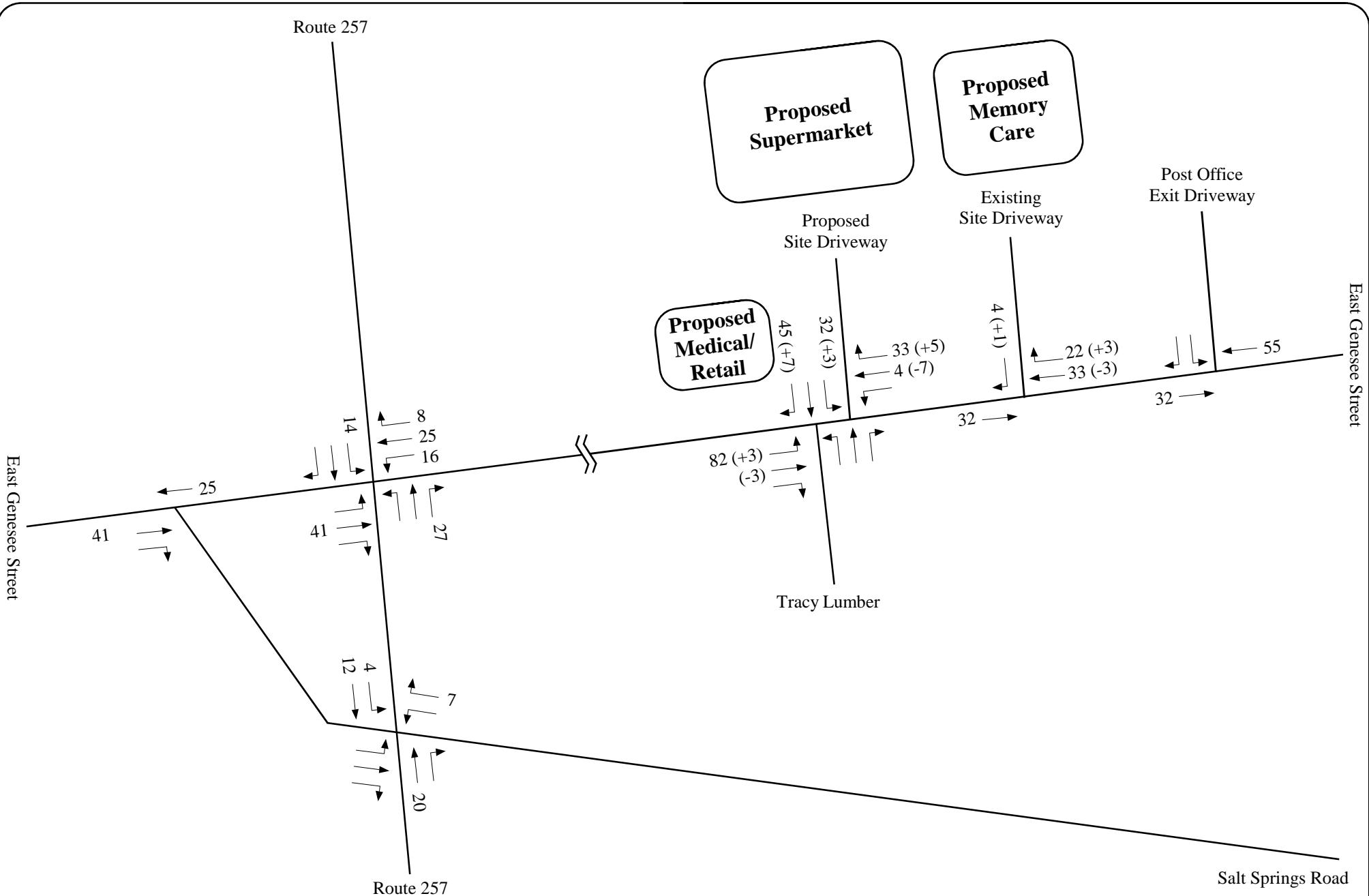
Not to Scale

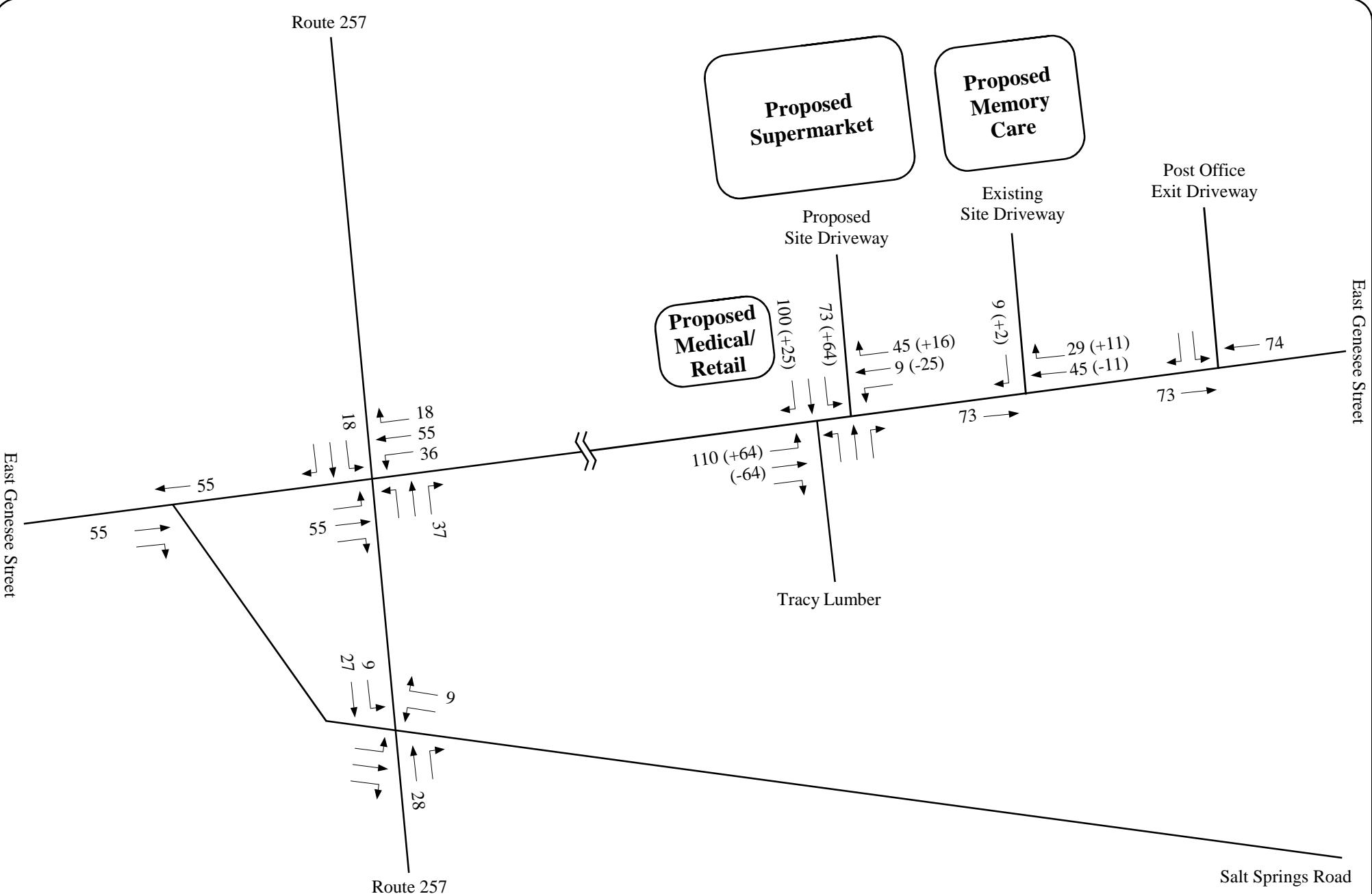


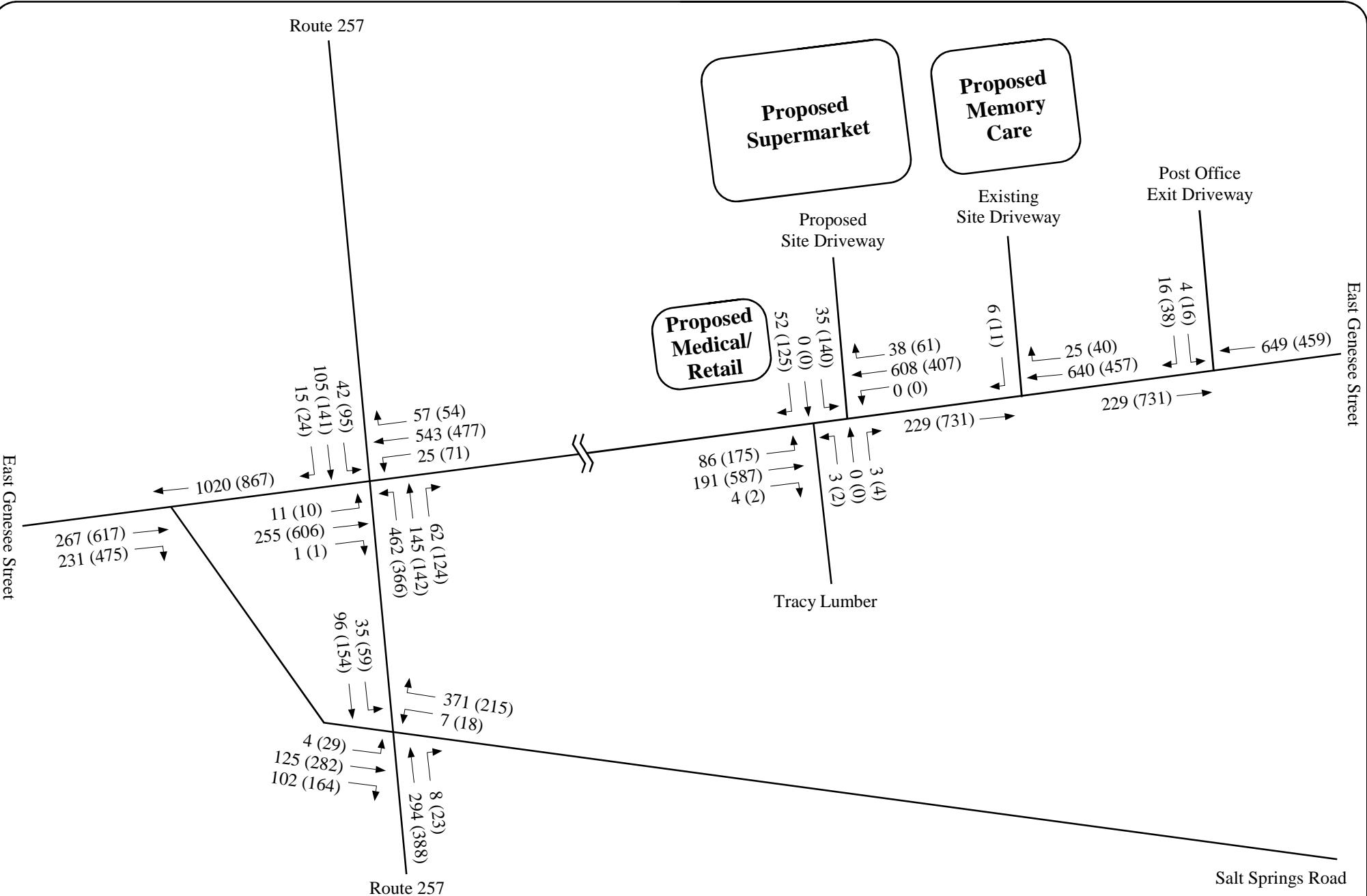
Proposed Mixed Use Development - 547 East Genesee Street - Fayetteville, NY

Arrival / Departure Trip Distribution - Evening Peak Hour
New (Pass-by) Trip Percentage

N
W E
GTS Consulting







APPENDIX G

Trip Generation Calculations

Proposed Mixed Use Development
547 East Genesee Street, Fayetteville, NY
Trip Generation Estimate

Proposed Development	56,550 SF - Supermarket 3,500 Retail/Medical Building 64 Unit - Memory Care Facility
----------------------	--------------------------------------------------------------------------------------------

ITE Trip Generation - 10th Edition

Land Use 850 - Supermarket

AM Peak Hour	3.82 Trips/1,000 SF	60% Enter	40% Exit
PM Peak Hour	9.24 Trips/1,000 SF	51% Enter	49% Exit

Land Use 630 - Clinic

Morning Peak Hour	3.69 Trips/1,000 SF	78% Enter	22% Exit
Evening Peak Hour	3.28 Trips/1,000 SF	29% Enter	71% Exit

Land Use 620 - Nursing Home

Morning Peak Hour	0.17 Trips/Bed	72% Enter	28% Exit
Evening Peak Hour	0.22 Trips/Bed	33% Enter	67% Exit

Average Pass-by Percentages

Land Use 850 - Supermarket, PM - 36% - Assume 10% AM, 35% PM

All trips associated with medical care / memory care are considered new trips

Trip Generation Estimate - Mixed Use Development

Development	Size	Morning Peak Hour			Evening/Saturday Peak Hour		
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Supermarket	56,550 SF	216	130	86	523	267	256
Medical Building	3,500 SF	13	10	3	11	3	8
Memory Care	64 Beds	11	8	3	14	5	9
Total Trips Generated		240	148	92	548	275	273
<i>Supermarket Pass-by Trips AM 10%, PM 35%</i>		<i>-22</i>	<i>-11</i>	<i>-11</i>	<i>-182</i>	<i>-91</i>	<i>-91</i>
Total New Trips Generated		218	137	81	366	184	182

APPENDIX H

Signal Warrant Analysis

East Genesee Street (Route 5) @ Main Site Access

	Full Build Traffic Volumes - Distributed by Typical Hourly Variation												
	6-7am	7-8am	8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm
% of AADT*	4.00%	7.10%	6.30%	4.30%	4.25%	4.50%	4.50%	4.45%	4.70%	6.20%	9.00%	9.60%	7.35%
EBL	48	86	76	52	51	55	82	81	86	113	126	175	134
EBT	108	191	169	116	114	121	275	272	287	379	421	587	449
EBR	2	4	4	2	2	3	1	1	1	1	1	2	2
approach total	158	281	249	170	168	178	358	354	374	493	548	764	585
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	343	608	539	368	364	385	191	189	199	263	292	407	312
WBR	21	38	34	23	23	24	29	28	30	39	44	61	47
approach total	364	646	573	391	387	409	219	217	229	302	336	468	358
NBL	2	3	3	2	2	2	1	1	1	1	1	2	2
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	2	3	3	2	2	2	2	2	2	3	3	4	3
approach total	3	6	5	4	4	4	3	3	3	4	4	6	5
SBL	20	35	31	21	21	22	66	65	69	90	100	140	107
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	29	52	46	31	31	33	59	58	61	81	90	125	96
approach total	49	87	77	53	52	55	124	123	130	171	190	265	203
Total	575	1020	905	618	611	646	705	697	736	971	1079	1503	1151

*AADT Percentages based on Figure 3-5, Typical variation in hourly volumes on urban streets.

Morning volumes (6:00 am to 12:00 pm) are based on morning peak hour volumes.

Evening volumes (12:00 pm to 7:00 pm) are based on evening peak hour volumes.

**Proposed Mixed Use Development – Fayetteville, NY
East Genesee Street (Route 5) @ Main Site Access
2021 Build Condition - 1/22/2020**

DEFINITIONS and CHECK of TRAFFIC SIGNAL WARRANTS

The Manual of Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration lists 8 minimum warrants for signalization. Primary ones reviewed follows:

Warrant 1: Eight Hour Vehicular Volume

Condition A – Minimum Vehicular Volume is met when the traffic volumes for any eight hours of an average day meet the minimum requirements given in Table 4C-1 of the MUTCD based on the number of approach lanes to the intersection. For the major street, the total volume for both approaches is used. For the minor street, the higher volume approach (one direction only) is used. The same 8 hour-period should be used for both the major street and the minor street.

- One through lane per direction on mainline – Volume must exceed 500 vehicles
- One lane on site driveway – Volume must exceed 150 vehicles

2021 Build Condition

- Mainline Thresholds are met for 13 hrs
- Side Street Thresholds are met for 4 hrs

Warrant #1, Condition A: Not Met Under Build Condition

Condition B - Interruption of Continuous Traffic accommodates operating conditions where extremely heavy major-street traffic causes excessive delay or hazards to the minor street traffic. The warrant is satisfied when the traffic volumes of any 8 hours of an average day meet the minimum requirements given in Table 4C-1 of the MUTCD and the signal installation will not seriously disrupt progressive traffic flow on the major street. For the major street, the total volume for both approaches is used. For the minor street, the higher volume approach (one direction only) is used. The same 8 hour-period should be used for both the major street and the minor street.

- One through lane per direction on mainline – Volume must exceed 750 vehicles
- One lane on site driveway – Volume must exceed 75 vehicles

2021 Build Condition

- Mainline Thresholds are met for 6 hrs
- Side Street Thresholds are met for 6 hrs

Warrant #1 – Condition B: Not Met Under Build Condition

Combination of Conditions A and B recognizes that there are occasional cases in which signalization may be justified but the locations do not meet the minimum requirements of a single warrant. This condition permits a signal installation to be considered where Conditions A and B, are satisfied to the extent of 80% of the established numerical value. For the major street, the total volume for both approaches is used. For the minor street, the higher volume approach (one direction only) is used. The same 8 hour-period should be used for both the major street and the minor street.

- 80% Condition A – Mainline greater than 400 vehicles, Side greater than 120 vehicles
- 80% Condition B – Mainline greater than 600 vehicles, Side greater than 60 vehicles

2021 Build Condition

Condition A

- Mainline Thresholds are met for 13 hrs
- Side Street Thresholds are met for 7 hrs

Condition B

- Mainline Thresholds are met for 7 hrs
- Side Street Thresholds are met for 9 hrs

Warrant #1 - Combination of Conditions A and B: Not Met Under Build Condition

Warrant 2: Four-Hour Vehicular Volume is based on 4-hour volumes instead of the eight hour volumes used in Warrants 1, 2 and 8. The wording of the warrant states that this warrant is satisfied (for urban locations) when, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) exceed the curve shown in Figure 4C-1 of the MUTCD.

Volume Thresholds are met for 4 hrs – Build Condition

Warrant #2 – Four Hour Vehicular Volume: Met Under Build Conditions

Warrant 3: Peak-Hour is satisfied when **all** the following conditions are met:

- The total delay experienced by the traffic on the side street controlled by a STOP sign equals or exceeds 4 vehicle-hours for a one lane approach and 5 vehicle hours for a two-lane approach.
- The volume on the side-street approaches equals or exceeds 100 vph for a one-lane approach or 150 vph for a two-lane approach.
- The total entering volume serviced during this hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Evening peak hour delays and volumes without traffic signal meet warrant under build condition

Warrant #3 – Peak Hour: Met Under Build Conditions

Warrant #4 – Pedestrian Volume – The existing pedestrian volumes are minimal in the area and would not meet the warrant.

Warrant #4 – Pedestrian Volume: Not Met

Warrant #5 – School Crossing – not applicable

Warrant #5 – School Crossing – Not Applicable

Warrant #6 – Coordinated Signal System – not applicable

Warrant #6 – Coordinated Signal System: Not Applicable

Warrant #7 – Crash Experience – The existing accident history does not meet thresholds to warrant a traffic signal.

Warrant #7 – Crash Experience: Not Met

Warrant #8 – Roadway Network – not applicable

Warrant #8 – Roadway Network: Not Applicable

APPENDIX I

Level of Service Summary

Proposed Mixed Use Development – 547 East Genesee Street – Fayetteville, NY
Intersection Level of Service Summary
Morning Peak Hour

Intersection		2020 Existing	2021 Background	2021 Build
East Genesee Street @ Salt Springs Road				
EB Through	a(0)	a(0)	a(0)	
EB Right	a(0)	a(0)	a(0)	
WB Through	a(0)	a(0)	a(0)	
East Genesee Street @ Route 257		D(39)	D(40)	D(41)
EB Left	C(30)	C(31)	C(33)	
EB Through/Right	C(28)	C(28)	C(30)	
WB Left	C(22)	C(22)	C(24)	
WB Through/Right	D(48)	D(49)	D(51)	
NB Left	D(41)	D(42)	D(48)	
NB Through/Right	A(8)	A(8)	A(8)	
SB Left	D(53)	D(53)	D(52)	
SB Through/Right	E(65)	E(65)	D(54)	
Route 257 @ Salt Springs Road		C(28)	C(28)	C(27)
EB Left	C(25)	C(25)	C(27)	
EB Through/Right	C(24)	C(24)	C(24)	
WB Left/Right	B(11)	B(11)	B(14)	
NB Through/Right	D(47)	D(47)	D(42)	
SB Left/Through	D(40)	D(41)	C(28)	
East Genesee Street @ Tracy Lumber / Proposed Access				B(14)
EB Left	-	-	-	A(4)
EB Through/Right	a(0)	a(0)	a(0)	A(3)
WB Left/Through/(Right)	a(0)	a(0)	a(0)	B(19)
NB Left/(Through)/Right	b(14)	b(14)	b(14)	A(1)
SB Left/Through	-	-	-	C(29)
SB Right	-	-	-	A(6)
East Genesee Street @ Existing Access				
EB (Left)/Through	a(0)	a(0)	a(0)	a(0)
WB Through/(Right)	a(0)	a(0)	a(0)	a(0)
SB (Left)/Right	b(13)	b(13)	b(13)	b(14)
East Genesee Street @ Post Office Exit				
EB Through	a(0)	a(0)	a(0)	a(0)
WB Through	a(0)	a(0)	a(0)	a(0)
SB Left/Right	b(14)	b(14)	b(14)	b(15)

B(12) – Signalized Level of Service (Average Delay per Vehicle in Seconds)

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds)

Proposed Mixed Use Development – 547 East Genesee Street – Fayetteville, NY
Intersection Level of Service Summary
Evening Peak Hour

Intersection		2020 Existing	2021 Background	2021 Build
East Genesee Street @ Salt Springs Road				
EB Through	a(0)	a(0)	a(0)	
EB Right	a(0)	a(0)	a(0)	
WB Through	a(0)	a(0)	a(0)	
East Genesee Street @ Route 257		D(41)	D(42)	D(44)
EB Left	C(25)	C(25)	C(24)	
EB Through/Right	D(47)	D(47)	D(51)	
WB Left	F(152)	F(162)	F(206)	
WB Through/Right	D(40)	D(40)	D(41)	
NB Left	C(25)	C(26)	C(32)	
NB Through/Right	A(5)	A(5)	A(7)	
SB Left	E(67)	E(68)	D(50)	
SB Through/Right	E(76)	E(76)	D(44)	
Route 257 @ Salt Springs Road		D(42)	D(42)	D(38)
EB Left	D(54)	D(54)	D(48)	
EB Through/Right	C(35)	C(35)	C(31)	
WB Left/Right	B(15)	B(15)	C(20)	
NB Through/Right	D(39)	D(39)	D(38)	
SB Left/Through	F(87)	F(88)	E(66)	
East Genesee Street @ Tracy Lumber / Proposed Access				B(12)
EB Left	-	-	A(6)	
EB Through/Right	a(0)	a(0)	A(8)	
WB Left/Through/(Right)	a(0)	a(0)	B(12)	
NB Left/(Through)/Right	c(17)	c(17)	A(1)	
SB Left/Through	-	-	D(36)	
SB Right	-	-	A(6)	
East Genesee Street @ Existing Access				
EB (Left)/Through	a(0)	a(0)	a(0)	
WB Through/(Right)	a(0)	a(0)	a(0)	
SB (Left)/Right	c(23)	c(24)	b(12)	
East Genesee Street @ Post Office Exit				
EB Through	a(0)	a(0)	a(0)	
WB Through	a(0)	a(0)	a(0)	
SB Left/Right	c(17)	c(17)	c(20)	

B(12) – Signalized Level of Service (Average Delay per Vehicle in Seconds)

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds)

APPENDIX J

Accident Analysis

Proposed Mixed Use Development, 547 East Genesee Street, Fayetteville, NY
Accident History Summaries - June 1 2016 Through May 31, 2019

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
1	6/2/2016	Midblock East Genesee	Right Angle	2	PDO	NB / EB	Wet	Failure to Yield ROW
2	6/17/2016	East Genesee @ Route 257	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
3	6/18/2016	East Genesee @ Route 257	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
4	6/20/2016	East Genesee @ Route 257	Rearend	2	INJ	WB / WB	Dry	Cell Phone
5	6/24/2016	Midblock East Genesee	Backing	2	PDO	NB Right / EB Backing	Dry	Backing Unsafely
6	6/28/2016	Midblock East Genesee	Rearend	3	PDO	EB / EB / EB	Dry	Driver Inattention
7	7/2/2016	Parking Lot	Fixed Object	1	PDO	NB / Building	Dry	Driver Inattention
8	8/6/2016	Salt Springs @ East Genesee	Right Angle	2	PDO	NB / EB	Dry	Failure to Yield ROW
9	8/22/2016	East Genesee @ Route 257	Left Turn	2	INJ	WB Left / NB	Dry	Traffic Control Disregarded
10	9/20/2016	Midblock East Genesee	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
11	9/21/2016	East Genesee @ Route 257	Overtaking	2	PDO	EB Changing Lanes / EB Stopped	Dry	Unsafe Lane Change
12	9/22/2016	Midblock East Genesee	Right Angle	2	PDO	NB Left / WB	Dry	Failure to Yield ROW
13	10/4/2016	Midblock East Genesee	Rearend	2	PDO	EB / EB	Dry	Following Too Closely
14	10/10/2016	East Genesee @ Route 257	Rearend	4	PDO	WB (2) / WB Stopped (2)	Dry	Driver Inattention
15	10/20/2016	East Genesee @ Route 257	Rearend	2	PDO	WB / WB	Wet	Following Too Closely
16	11/4/2016	Midblock East Genesee	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
17	11/8/2016	East Genesee @ Route 257	Left Turn	2	PDO	NB Left / WB	Dry	Failure to Yield ROW
18	12/15/2016	East Genesee @ Route 257	Rearend	2	PDO	NB / NB Stopped	Icy	Following Too Closely
19	1/13/2017	Midblock East Genesee	Left Turn	2	INJ	WB Left / EB	Dry	Failure to Yield ROW
20	1/26/2017	East Genesee @ Route 257	Rearend	2	INJ	Unknown / Unknown Stopped	Unknown	Not Entered
21	2/28/2017	East Genesee @ Route 257	Rearend	2	INJ	WB / WB	Dry	Following Too Closely
22	5/10/2017	East Genesee @ Route 257	Rearend	2	PDO	SB SB Right	Dry	Following Too Closely
23	5/11/2017	East Genesee @ Route 257	Rearend	2	PDO	SB / SB Right	Dry	Following Too Closely
24	5/20/2017	East Genesee @ Route 257	Rearend	2	PDO	EB / EB	Dry	Following Too Closely
25	6/1/2017	East Genesee @ Route 257	Overtaking	2	PDO	EB Changing Lanes / EB Stopped	Dry	Unsafe Lane Change
26	6/8/2017	Midblock East Genesee	Overtaking	2	PDO	EB Changing Lanes / EB	Dry	Passing Improper
27	6/12/2017	Midblock East Genesee	Rearend	2	PDO	EB / EB Stopped	Dry	Driver Inattention
28	8/1/2017	East Genesee @ Route 257	Left Turn	2	PDO	WB Left / SB	Dry	Failure to Yield ROW
29	9/29/2017	Midblock East Genesee	Rearend	2	INJ	WB / WB	Dry	Following Too Closely
30	10/2/2017	Rt 257 Midblock	Overtaking	2	PDO	SB Changing Lanes / SB Stopped	Dry	Passing Improper
31	10/14/2017	Midblock East Genesee	Rearend	2	INJ	EB / EB Stopped	Dry	Alcohol Involvement
32	11/28/2017	East Genesee @ Route 257	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
33	12/5/2017	East Genesee @ Route 257	Rearend	3	INJ	WB / WB / WB	Wet	Following Too Closely
34	12/19/2017	Midblock East Genesee	Overtaking	2	PDO	EB / EB Left	Dry	Following Too Closely
35	1/10/2018	East Genesee @ Route 257	Rearend	2	PDO	SB / SB	Wet	Following Too Closely
36	1/12/2018	Parking Lot	Backing	2	PDO	WB Backing / WB Parked	Wet	Backing Unsafely
37	1/30/2018	East Genesee @ Route 257	Fixed Object	1	PDO	NB Left / Curb	Icy	Pavement Slippery
38	4/22/2018	Midblock East Genesee	Rearend	2	PDO	EB / EB	Dry	Following Too Closely

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
39	4/26/2018	Midblock East Genesee	Backing	2	PDO	NB Backing / SB Stopped	Dry	Backing Unsafely
40	5/1/2018	Midblock East Genesee	Overtaking	2	PDO	WB / WB	Dry	Passing Improper
41	5/10/2018	East Genesee @ Route 257	Overtaking	2	PDO	NB / NB Stopped	Wet	Failure to Keep Right
42	6/20/2018	East Genesee @ Route 257	Rearend	3	INJ	WB / WB Stopped (2)	Dry	Following Too Closely
43	6/27/2018	East Genesee @ Route 257	Right Angle	2	PDO	SB / EB	Wet	Failure to Yield ROW
44	7/15/2018	Midblock East Genesee	Rearend	2	INJ	WB / WB	Dry	Following Too Closely
45	8/9/2018	East Genesee @ Route 257	Rearend	4	INJ	WB / WB Stopped (3)	Dry	Following Too Closely
46	8/13/2018	East Genesee @ Route 257	Rearend	2	PDO	EB / EB	Dry	Following Too Closely
47	8/16/2018	East Genesee @ Route 257	Rearend	3	INJ	EB / EB / EB Stopped	Dry	Brakes Defective
48	9/2/2018	Parking Lot	Backing	2	PDO	EB Backing / SB Parked	Dry	Backing Unsafely
49	9/26/2018	East Genesee @ Route 257	Rearend	2	PDO	WB / WB Stopped	Wet	Driver Inattention
50	9/29/2018	East Genesee @ Route 257	Right Angle	2	PDO	WB / SB	Dry	Failure to Yield ROW
51	10/22/2018	East Genesee @ Route 257	Rearend	2	PDO	WB / WB Stopped	Dry	Driver Inattention
52	9/4/2018	Parking Lot	Backing	2	PDO	EB Backing / WB Backing	Dry	Backing Unsafely
53	11/23/2018	Midblock East Genesee	Right Turn	2	PDO	SB Right / WB	Dry	Failure to Yield ROW
54	12/10/2018	Midblock East Genesee	Left Turn	2	PDO	SB Left / SB	Wet	Failure to Yield ROW
55	12/12/2018	Parking Lot	Unknown	2	PDO	Unknown / WB Parked	Dry	Not Entered
56	12/20/2018	Midblock East Genesee	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
57	12/21/2018	Parking Lot	Backing	2	PDO	EB Backing / WB Backing	Wet	View Obstructed
58	3/30/2019	East Genesee @ Route 257	Rearend	3	INJ	EB / EB / EB	Wet	Following Too Closely
59	4/12/2019	Parking Lot	Sideswipe	2	PDO	Northeast Parking / WB Parked	Dry	Turning Improper
60	4/17/2019	East Genesee @ Route 257	Rearend	2	PDO	EB / EB Stopped	Dry	Driver Inattention
61	5/29/2019	Parking Lot	Backing	2	PDO	Southeast Backing / Northeast Parked	Dry	Backing Unsafely
62	6/1/2016	Route 257 @ Salt Springs	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
63	7/30/2016	Route 257 @ Salt Springs	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
64	9/19/2016	Route 257 @ Salt Springs	Rearend	2	PDO	Unknown / Unknown Stopped	Dry	Not Entered
65	10/1/2016	Route 257 @ Salt Springs	Rearend	2	PDO	NB / NB	Dry	Following Too Closely
66	1/11/2017	Route 257 @ Salt Springs	Rearend	3	PDO	EB / EB Stopped (2)	Wet	Following Too Closely
67	3/31/2017	Route 257 @ Salt Springs	Rearend	2	PDO	EB / EB Left	Wet	Following Too Closely
68	4/12/2017	Route 257 @ Salt Springs	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
69	4/23/2017	Route 257 @ Salt Springs	Overtaking	2	PDO	EB Right / EB	Dry	Turning Improper
70	6/20/2017	Route 257 @ Salt Springs	Rearend	2	PDO	EB / EB	Wet	Following Too Closely
71	7/10/2017	Route 257 @ Salt Springs	Left Turn	2	PDO	WB Left / NB	Dry	Turning Improper
72	7/3/2017	Route 257 @ Salt Springs	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
73	10/17/2017	Route 257 @ Salt Springs	Rearend	2	INJ	SB / SB Stopped	Dry	Driver Inattention
74	6/17/2018	Parking Lot	Overtaking	2	INJ	WB / WB Parked	Dry	Alcohol Involvement
75	8/27/2018	Route 257 @ Salt Springs	Rearend	2	INJ	EB / EB Stopped	Dry	Following Too Closely
76	2/13/2019	Route 257 @ Salt Springs	Rearend	2	INJ	NB / NB Stopped	Icy	Alcohol Involvement
77	2/17/2019	Route 257 @ Salt Springs	Sideswipe	2	PDO	EB Right / WB Stopped	Dry	Turning Improper

East Genesee @ Route 257 - 31 Accidents

22 - Rearend Accidents
3 - Left Turn Accidents
3 - Overtaking Accidents
2 - Right Angle Accidents
1 - Fixed Object Accident

Route 257 Midblock - 1 Overtaking Accident**Route 257 @ Salt Springs - 15 Accidents**

12 - Rearend Accidents
1 - Left Turn Accident
1 - Overtaking Accident
1 - Sideswipe Accident

Parking Lots - 9 Accidents
5 - Backing Accidents
1 - Fixed Object Accident
1 - Overtaking Accident
1 - Sideswipe Accident
1 - Unknown Accident

East Genesee @ Salt Springs - 1 Accident

1 - Right Angle Accident

East Genesee Midblock - 20 Accidents
10 - Rearend Accidents
2 - Left Turn Accidents
2 - Right Angle Accidents
3 - Overtaking Accidents
2 - Backing Accidents
1 - Right Turn Accident

East Genesee Street @ Route 257 Intersection - Evening Peak Hour - 1,883 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 20,922 Vehicles

Route 275 @ Salt Springs Road Intersection - Evening Peak Hour - 1,253 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 13,922 Vehicles

East Genesee Street @ Salt Springs Road Intersection - Evening Peak Hour - 1,804 Vehicles. Assumed PM Peak is 9% of AADT, AADT = 20,444 Vehicles

East Genesee Street - Evening Peak Hour - 1,142 Vehicles. Assumed PM Peak is 9% of AADT, AADT - 12,689 Vehicles

Intersection Accident Rates $\frac{\text{# Accidents X } 1,000,000}{\text{AADT X # Years X 365 Days}}$ Time Period = 3 years

East Genesee @ Route 257 - 31 Accidents

Accident Rate = 1.35 accidents per million entering vehicles

Statewide average for similar facilities = 0.52 accidents per million entering vehicles (Urban - 4 Legged Signal Intersection - 1-4 Lanes)

Intersection Accident History is Above the Statewide Average

Route 257 @ Salt Springs - 15 Accidents

Accident Rate = 0.98 accidents per million entering vehicles

Statewide average for similar facilities = 0.52 accidents per million entering vehicles (Urban - 4 Legged Signal Intersection - 1-4 Lanes)

Intersection Accident History is Above the Statewide Average

East Genesee @ Salt Springs - 1 Accident

Accident Rate = 0.04 accidents per million entering vehicles

Statewide average for similar facilities = 0.18 accidents per million entering vehicles (Urban - 3 Legged Sign Intersection - 1-4 Lanes)

Intersection Accident History is Below the Statewide Average

Link Accident Rates $\frac{\text{# Accidents X } 1,000,000}{\text{Link Length X AADT X # Years X 365 Days}}$ Time Period = 3 years
Link Length = 0.50 Miles

East Genesee Midblock - 20 Accidents

Accident Rate = 2.88 accidents per million vehicle miles

Statewide average for similar facilities = 2.23 accidents per million vehicle miles (Urban - Free Access - 2 Lanes - Undivided - Mainline Accidents Only)

Intersection Accident History is Above the Statewide Average

APPENDIX K

Capacity Analysis Printouts

Lanes, Volumes, Timings

1: Salt Springs Road & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↖		↑		
Traffic Volume (vph)	225	229	0	991	0	0
Future Volume (vph)	225	229	0	991	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	1583	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1863	1583	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1283			368	438	
Travel Time (s)	29.2			8.4	10.0	
Peak Hour Factor	0.80	0.80	0.98	0.98	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	281	286	0	1011	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 55.5%

ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	11	213	1	9	516	49	460	144	35	28	104	15
Future Volume (vph)	11	213	1	9	516	49	460	144	35	28	104	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	135		0	0		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	0	1770	1839	0	1770	1809	0	1770	1827	0
Flt Permitted	0.121			0.446			0.534			0.635		
Satd. Flow (perm)	225	1863	0	831	1839	0	995	1809	0	1183	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5				11			5
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		368			1326			189			681	
Travel Time (s)		8.4			30.1			4.3			15.5	
Peak Hour Factor	0.69	0.69	0.69	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	310	0	10	601	0	500	195	0	32	135	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		6			2		3 8	3 4 8				4
Permitted Phases	6			2			4				4	
Detector Phase	6	6		2	2		3 8	3 4 8			4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0					4.0	4.0	
Minimum Split (s)	11.5	11.5		11.5	11.5					9.5	9.5	
Total Split (s)	60.0	60.0		60.0	60.0					20.0	20.0	
Total Split (%)	47.6%	47.6%		47.6%	47.6%					15.9%	15.9%	
Maximum Green (s)	54.5	54.5		54.5	54.5					14.5	14.5	
Yellow Time (s)	3.5	3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	

Lane Group	Ø3	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	3	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	1.0	4.0
Minimum Split (s)	9.5	6.0	9.0
Total Split (s)	18.0	6.0	22.0
Total Split (%)	14%	5%	17%
Maximum Green (s)	12.5	1.0	17.0
Yellow Time (s)	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5					5.5	5.5	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	Min	Min		Min	Min					None	None	
Act Effect Green (s)	39.9	39.9		39.9	39.9		40.5	46.1		11.6	11.6	
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.37	0.42		0.11	0.11	
v/c Ratio	0.20	0.45		0.03	0.89		0.87	0.25		0.26	0.68	
Control Delay	29.9	28.3		21.9	48.3		30.3	7.5		53.2	64.9	
Queue Delay	0.0	0.0		0.0	0.0		10.4	0.6		0.0	0.0	
Total Delay	29.9	28.3		21.9	48.3		40.7	8.1		53.2	64.9	
LOS	C	C		C	D		D	A		D	E	
Approach Delay		28.4			47.9			31.5			62.7	
Approach LOS		C			D			C			E	
Queue Length 50th (ft)	8	166		5	394		140	32		21	89	
Queue Length 95th (ft)	19	176		16	553		#517	49		56	168	
Internal Link Dist (ft)		288			1246			109			601	
Turn Bay Length (ft)	200			135						175		
Base Capacity (vph)	114	946		422	937		584	832		159	251	
Starvation Cap Reductn	0	0		0	0		68	355		0	0	
Spillback Cap Reductn	0	0		111	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.33		0.03	0.64		0.97	0.41		0.20	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 108.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 39.4

Intersection LOS: D

Intersection Capacity Utilization 71.4%

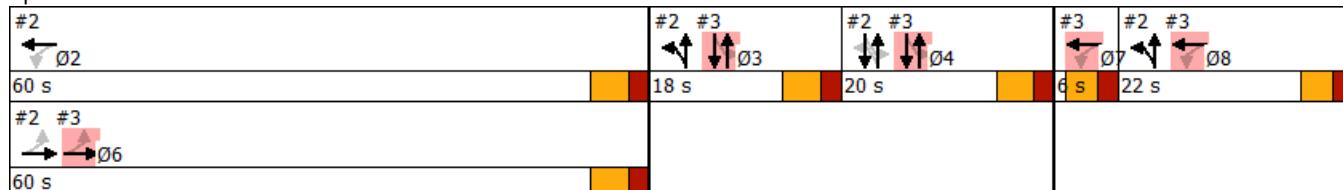
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Route 257 & East Genesee Street



Lane Group	Ø3	Ø7	Ø8
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↔			↑			↔	
Traffic Volume (vph)	4	124	101	7	0	362	0	273	8	31	83	0
Future Volume (vph)	4	124	101	7	0	362	0	273	8	31	83	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230			0	0	0	0	0	0	0	0	0
Storage Lanes	1			0	0	0	0	0	0	0	0	0
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	1770	1738		0	1613		0	0	1855	0	0	1839
Flt Permitted	0.100				0.992							0.614
Satd. Flow (perm)	186	1738		0	1602		0	0	1855	0	0	1144
Right Turn on Red			Yes				Yes			Yes		Yes
Satd. Flow (RTOR)		41				426				1		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		438				1229			873			189
Travel Time (s)		10.0				27.9			19.8			4.3
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.74	0.74	0.74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	278	0	0	434	0	0	351	0	0	154	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1			1		1	1
Detector Template				Left							Left	
Leading Detector (ft)	50	50			20	50			50		20	50
Trailing Detector (ft)	0	0			0	0			0		0	0
Detector 1 Position(ft)	0	0			0	0			0		0	0
Detector 1 Size(ft)	50	50			20	50			50		20	50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Perm	NA			Perm	NA			NA		Perm	NA
Protected Phases		6				7 8			3 4			3 4
Permitted Phases	6				7 8						3 4	
Detector Phase	6	6			7 8	7 8			3 4		3 4	3 4
Switch Phase												
Minimum Initial (s)	6.0	6.0										
Minimum Split (s)	11.5	11.5										
Total Split (s)	60.0	60.0										
Total Split (%)	47.6%	47.6%										
Maximum Green (s)	54.5	54.5										
Yellow Time (s)	3.5	3.5										
All-Red Time (s)	2.0	2.0										

Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	2	3	4	7	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	4.0	4.0	1.0	4.0
Minimum Split (s)	11.5	9.5	9.5	6.0	9.0
Total Split (s)	60.0	18.0	20.0	6.0	22.0
Total Split (%)	48%	14%	16%	5%	17%
Maximum Green (s)	54.5	12.5	14.5	1.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0										
Total Lost Time (s)	5.5	5.5										
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0										
Recall Mode	Min	Min										
Act Effect Green (s)	39.9	39.9			22.9			29.8			29.8	
Actuated g/C Ratio	0.37	0.37			0.21			0.27			0.27	
v/c Ratio	0.07	0.42			0.64			0.69			0.49	
Control Delay	25.0	23.5			9.6			45.1			38.0	
Queue Delay	0.0	0.0			1.5			1.4			2.0	
Total Delay	25.0	23.5			11.0			46.5			40.1	
LOS	C	C			B			D			D	
Approach Delay		23.5			11.0			46.5			40.1	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	2	124			5			219			43	
Queue Length 95th (ft)	10	170			72			322			86	
Internal Link Dist (ft)		358			1149			793			109	
Turn Bay Length (ft)	230											
Base Capacity (vph)	94	903			678			562			346	
Starvation Cap Reductn	0	0			0			0			93	
Spillback Cap Reductn	0	0			105			83			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.05	0.31			0.76			0.73			0.61	

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 108.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 27.8

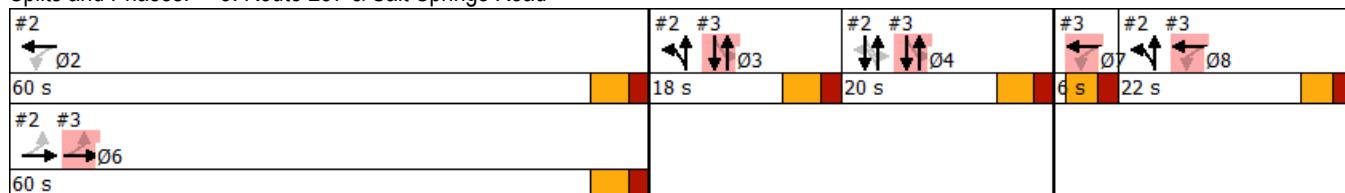
Intersection LOS: C

Intersection Capacity Utilization 63.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Route 257 & Salt Springs Road



Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0
Recall Mode	Min	None	None	None	None
Act Effect Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					
Intersection Summary					

Lanes, Volumes, Timings
4: Tracy Lumber & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	2	3	4	5	6
Traffic Volume (vph)	194	4	0	608	3	3
Future Volume (vph)	194	4	0	608	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1857	0	0	1863	1694	0
Flt Permitted					0.976	
Satd. Flow (perm)	1857	0	0	1863	1694	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1326			205	132	
Travel Time (s)	30.1			4.7	3.0	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.50	0.50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	248	0	0	691	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 42.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	194	4	0	608	3	3
Future Vol, veh/h	194	4	0	608	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	243	5	0	691	6	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	248	0	937 246
Stage 1	-	-	-	-	246 -
Stage 2	-	-	-	-	691 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1318	-	294 793
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	497 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1318	-	294 793
Mov Cap-2 Maneuver	-	-	-	-	294 -
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	497 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	429	-	-	1318	-
HCM Lane V/C Ratio	0.028	-	-	-	-
HCM Control Delay (s)	13.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings

5: East Genesee Street & Existing Site Access

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (vph)	1	196	607	0	0	1
Future Volume (vph)	1	196	607	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1611	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		205	115		239	
Travel Time (s)		4.7	2.6		5.4	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.50	0.50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	246	690	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations					
Traffic Vol, veh/h	1	196	607	0	0
Future Vol, veh/h	1	196	607	0	0
Conflicting Peds, #/hr	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop Stop
RT Channelized	-	None	-	None	- None
Storage Length	-	-	-	-	0 -
Veh in Median Storage, #	-	0	0	-	0 -
Grade, %	-	0	0	-	0 -
Peak Hour Factor	80	80	88	88	50 50
Heavy Vehicles, %	2	2	2	2	2 2
Mvmt Flow	1	245	690	0	0 2

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	690	0	-	0	937	690
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	905	-	-	-	294	445
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	905	-	-	-	294	445
Mov Cap-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	905	-	-	-	445
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	9	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings

6: East Genesee Street & Post Office Exit Driveway

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↖	
Traffic Volume (vph)	0	196	591	0	4	16
Future Volume (vph)	0	196	591	0	4	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1645	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	1863	1863	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		115	1553		145	
Travel Time (s)		2.6	35.3		3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	213	642	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	0	196	591	0	4	16
Future Vol, veh/h	0	196	591	0	4	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	213	642	0	5	20

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	855	642
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	329	474
Stage 1	0	-	-	0	524	-
Stage 2	0	-	-	0	823	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	329	474
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	436
HCM Lane V/C Ratio	-	-	0.058
HCM Control Delay (s)	-	-	13.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Lanes, Volumes, Timings

1: Salt Springs Road & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↖		↑		
Traffic Volume (vph)	559	473	0	808	0	0
Future Volume (vph)	559	473	0	808	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	1583	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1863	1583	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1283			368	438	
Travel Time (s)	29.2			8.4	10.0	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	595	503	0	869	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 45.9%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	10	548	1	35	420	36	364	141	87	77	140	24
Future Volume (vph)	10	548	1	35	420	36	364	141	87	77	140	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	135		0	0		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	0	1770	1840	0	1770	1757	0	1770	1822	0
Flt Permitted	0.197			0.132			0.358			0.602		
Satd. Flow (perm)	367	1863	0	246	1840	0	667	1757	0	1121	1822	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4				35			6
Link Speed (mph)		30				30			30			30
Link Distance (ft)		368				1326			189			681
Travel Time (s)		8.4				30.1			4.3			15.5
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	584	0	40	524	0	404	254	0	91	193	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		6			2		3 8	3 4 8				4
Permitted Phases	6			2			4					4
Detector Phase	6	6		2	2		3 8	3 4 8				4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0					4.0	4.0	
Minimum Split (s)	11.5	11.5		11.5	11.5					9.5	9.5	
Total Split (s)	46.0	46.0		46.0	46.0					20.0	20.0	
Total Split (%)	42.2%	42.2%		42.2%	42.2%					18.3%	18.3%	
Maximum Green (s)	40.5	40.5		40.5	40.5					14.5	14.5	
Yellow Time (s)	3.5	3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	

Lane Group	Ø3	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	3	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	1.0	4.0
Minimum Split (s)	9.5	6.0	9.0
Total Split (s)	22.0	6.0	15.0
Total Split (%)	20%	6%	14%
Maximum Green (s)	16.5	1.0	10.0
Yellow Time (s)	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5					5.5	5.5	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min					None	None	
Act Effect Green (s)	39.6	39.6		39.6	39.6		40.7	46.2		13.6	13.6	
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.37	0.42		0.12	0.12	
v/c Ratio	0.08	0.86		0.45	0.78		0.77	0.33		0.65	0.83	
Control Delay	24.5	46.6		45.3	40.0		21.8	4.5		67.3	73.6	
Queue Delay	0.0	0.0		107.0	0.0		3.0	0.7		0.0	2.2	
Total Delay	24.5	46.6		152.3	40.0		24.8	5.2		67.3	75.8	
LOS	C	D		F	D		C	A		E	E	
Approach Delay		46.2			48.0			17.3			73.1	
Approach LOS		D			D			B			E	
Queue Length 50th (ft)	5	372		21	317		62	24		61	128	
Queue Length 95th (ft)	18	#562		58	427		#210	m28		#116	#217	
Internal Link Dist (ft)		288			1246			109			601	
Turn Bay Length (ft)	200			135						175		
Base Capacity (vph)	136	692		91	686		538	794		149	247	
Starvation Cap Reductn	0	0		0	0		63	285		0	0	
Spillback Cap Reductn	0	0		55	0		0	0		0	12	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.84		1.11	0.76		0.85	0.50		0.61	0.82	

Intersection Summary

Area Type: Other

Cycle Length: 109

Actuated Cycle Length: 109

Offset: 17 (16%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 41.3

Intersection LOS: D

Intersection Capacity Utilization 71.8%

ICU Level of Service C

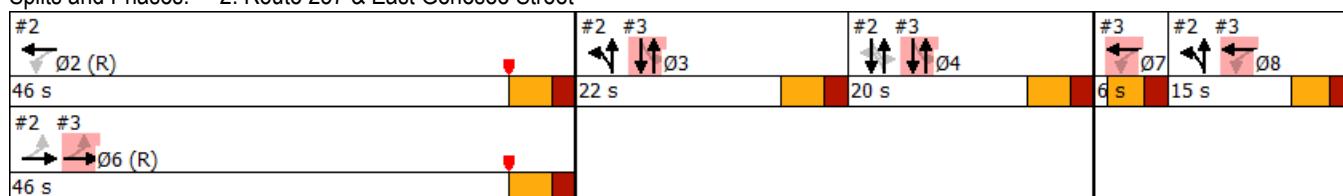
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Route 257 & East Genesee Street



Lane Group	Ø3	Ø7	Ø8
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↔			↑			↔	
Traffic Volume (vph)	29	281	163	18	0	205	0	358	23	50	126	0
Future Volume (vph)	29	281	163	18	0	205	0	358	23	50	126	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230			0	0	0	0	0	0	0	0	0
Storage Lanes	1			0	0	0	0	0	0	0	0	0
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	1770	1760		0	1625		0	0	1848	0	0	1837
Flt Permitted	0.101				0.928						0.477	
Satd. Flow (perm)	188	1760		0	1514		0	0	1848	0	0	889
Right Turn on Red			Yes				Yes			Yes		Yes
Satd. Flow (RTOR)		31				238				3		
Link Speed (mph)		30				30				30		30
Link Distance (ft)		438				1229				873		189
Travel Time (s)		10.0				27.9				19.8		4.3
Peak Hour Factor	0.95	0.95	0.95	0.86	0.86	0.86	0.82	0.82	0.82	0.75	0.75	0.75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	468	0	0	259	0	0	465	0	0	235	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1			1		1	1
Detector Template				Left							Left	
Leading Detector (ft)	50	50			20	50			50		20	50
Trailing Detector (ft)	0	0			0	0			0		0	0
Detector 1 Position(ft)	0	0			0	0			0		0	0
Detector 1 Size(ft)	50	50			20	50			50		20	50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Perm	NA			Perm	NA			NA		Perm	NA
Protected Phases		6				7 8			3 4			3 4
Permitted Phases	6				7 8						3 4	
Detector Phase	6	6			7 8	7 8			3 4		3 4	3 4
Switch Phase												
Minimum Initial (s)	6.0	6.0										
Minimum Split (s)	11.5	11.5										
Total Split (s)	46.0	46.0										
Total Split (%)	42.2%	42.2%										
Maximum Green (s)	40.5	40.5										
Yellow Time (s)	3.5	3.5										
All-Red Time (s)	2.0	2.0										

Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	2	3	4	7	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	4.0	4.0	1.0	4.0
Minimum Split (s)	11.5	9.5	9.5	6.0	9.0
Total Split (s)	46.0	22.0	20.0	6.0	15.0
Total Split (%)	42%	20%	18%	6%	14%
Maximum Green (s)	40.5	16.5	14.5	1.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0										
Total Lost Time (s)	5.5	5.5										
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0										
Recall Mode	C-Min	C-Min										
Act Effect Green (s)	39.6	39.6			15.7			37.7			37.7	
Actuated g/C Ratio	0.36	0.36			0.14			0.35			0.35	
v/c Ratio	0.46	0.71			0.61			0.73			0.77	
Control Delay	51.5	34.6			14.3			39.0			55.4	
Queue Delay	2.2	0.0			0.7			0.3			31.9	
Total Delay	53.7	34.6			15.0			39.3			87.3	
LOS	D	C			B			D			F	
Approach Delay		35.8			15.0			39.3			87.3	
Approach LOS		D			B			D			F	
Queue Length 50th (ft)	16	258			13			282			112	
Queue Length 95th (ft)	#60	379			78			359			151	
Internal Link Dist (ft)		358			1149			793			109	
Turn Bay Length (ft)	230											
Base Capacity (vph)	69	673			433			655			314	
Starvation Cap Reductn	0	0			0			0			83	
Spillback Cap Reductn	7	0			38			19			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.50	0.70			0.66			0.73			1.02	

Intersection Summary

Area Type: Other

Cycle Length: 109

Actuated Cycle Length: 109

Offset: 17 (16%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 41.5

Intersection LOS: D

Intersection Capacity Utilization 72.8%

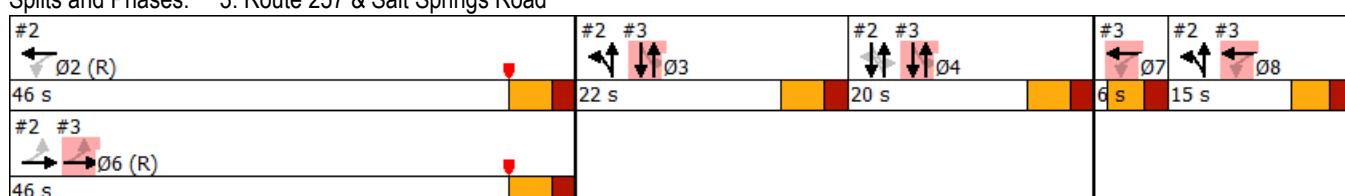
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 257 & Salt Springs Road



Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0
Recall Mode	C-Min	None	None	None	None
Act Effect Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					
Intersection Summary					

Lanes, Volumes, Timings
4: Tracy Lumber & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1		4	3	2	
Traffic Volume (vph)	649	0	0	421	2	4
Future Volume (vph)	649	0	0	421	2	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1863	0	0	1863	1668	0
Flt Permitted					0.984	
Satd. Flow (perm)	1863	0	0	1863	1668	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1326			205	132	
Travel Time (s)	30.1			4.7	3.0	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.50	0.50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	705	0	0	501	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.2%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	649	0	0	421	2	4
Future Vol, veh/h	649	0	0	421	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	84	84	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	705	0	0	501	4	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	705	0	1206
Stage 1	-	-	-	-	705
Stage 2	-	-	-	-	501
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	893	-	203
Stage 1	-	-	-	-	490
Stage 2	-	-	-	-	609
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	893	-	203
Mov Cap-2 Maneuver	-	-	-	-	436
Stage 1	-	-	-	-	490
Stage 2	-	-	-	-	609

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	893	-
HCM Lane V/C Ratio	0.038	-	-	-	-
HCM Control Delay (s)	16.9	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings

5: East Genesee Street & Existing Site Access

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Volume (vph)	1	652	421	0	3	0
Future Volume (vph)	1	652	421	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1863	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		205	115		239	
Travel Time (s)		4.7	2.6		5.4	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.75	0.75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	710	501	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 45.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↖	↗	↘	
Traffic Vol, veh/h	1	652	421	0	3 0
Future Vol, veh/h	1	652	421	0	3 0
Conflicting Peds, #/hr	0	0	0	0	0 0
Sign Control	Free	Free	Free	Free	Stop Stop
RT Channelized	-	None	-	None	- None
Storage Length	-	-	-	-	0 -
Veh in Median Storage, #	-	0	0	-	0 -
Grade, %	-	0	0	-	0 -
Peak Hour Factor	92	92	84	84	75 75
Heavy Vehicles, %	2	2	2	2	2 2
Mvmt Flow	1	709	501	0	4 0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	501	0	-	0	1212 501
Stage 1	-	-	-	-	501 -
Stage 2	-	-	-	-	711 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1063	-	-	-	201 570
Stage 1	-	-	-	-	609 -
Stage 2	-	-	-	-	487 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1063	-	-	-	201 570
Mov Cap-2 Maneuver	-	-	-	-	201 -
Stage 1	-	-	-	-	608 -
Stage 2	-	-	-	-	487 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1063	-	-	-	201
HCM Lane V/C Ratio	0.001	-	-	-	0.02
HCM Control Delay (s)	8.4	0	-	-	23.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings

6: East Genesee Street & Post Office Exit Driveway

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↖	
Traffic Volume (vph)	0	655	383	0	16	38
Future Volume (vph)	0	655	383	0	16	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1660	0
Flt Permitted					0.985	
Satd. Flow (perm)	0	1863	1863	0	1660	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		115	1553		145	
Travel Time (s)		2.6	35.3		3.3	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.67	0.67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	712	456	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑	▼		
Traffic Vol, veh/h	0	655	383	0	16	38
Future Vol, veh/h	0	655	383	0	16	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	84	84	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	712	456	0	24	57

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	1168	456
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	712	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	214	604
Stage 1	0	-	-	0	638	-
Stage 2	0	-	-	0	486	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	214	604
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	392
HCM Lane V/C Ratio	-	-	0.206
HCM Control Delay (s)	-	-	16.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Lanes, Volumes, Timings

1: Salt Springs Road & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↖		↑		
Traffic Volume (vph)	226	231	0	995	0	0
Future Volume (vph)	226	231	0	995	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	1583	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1863	1583	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1283			368	438	
Travel Time (s)	29.2			8.4	10.0	
Peak Hour Factor	0.80	0.80	0.98	0.98	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	283	289	0	1015	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	11	214	1	9	518	49	462	145	35	28	105	15
Future Volume (vph)	11	214	1	9	518	49	462	145	35	28	105	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	135		0	0		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	0	1770	1839	0	1770	1809	0	1770	1827	0
Flt Permitted	0.117			0.444			0.530			0.634		
Satd. Flow (perm)	218	1863	0	827	1839	0	987	1809	0	1181	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5				11			5
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		368			1326			189			681	
Travel Time (s)		8.4			30.1			4.3			15.5	
Peak Hour Factor	0.69	0.69	0.69	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	311	0	10	603	0	502	196	0	32	136	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		6			2		3 8	3 4 8				4
Permitted Phases	6			2			4				4	
Detector Phase	6	6		2	2		3 8	3 4 8			4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0					4.0	4.0	
Minimum Split (s)	11.5	11.5		11.5	11.5					9.5	9.5	
Total Split (s)	60.0	60.0		60.0	60.0					20.0	20.0	
Total Split (%)	47.6%	47.6%		47.6%	47.6%					15.9%	15.9%	
Maximum Green (s)	54.5	54.5		54.5	54.5					14.5	14.5	
Yellow Time (s)	3.5	3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	

Lane Group	Ø3	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	3	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	1.0	4.0
Minimum Split (s)	9.5	6.0	9.0
Total Split (s)	18.0	6.0	22.0
Total Split (%)	14%	5%	17%
Maximum Green (s)	12.5	1.0	17.0
Yellow Time (s)	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5					5.5	5.5	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	Min	Min		Min	Min					None	None	
Act Effect Green (s)	40.0	40.0		40.0	40.0		40.9	46.5		11.7	11.7	
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.37	0.43		0.11	0.11	
v/c Ratio	0.20	0.46		0.03	0.89		0.87	0.25		0.26	0.68	
Control Delay	30.5	28.4		21.9	48.9		30.5	7.5		53.2	65.0	
Queue Delay	0.0	0.0		0.0	0.0		11.8	0.6		0.0	0.0	
Total Delay	30.5	28.4		21.9	48.9		42.3	8.1		53.2	65.0	
LOS	C	C		C	D		D	A		D	E	
Approach Delay		28.5			48.4			32.7			62.8	
Approach LOS		C			D			C			E	
Queue Length 50th (ft)	8	167		5	399		143	32		21	90	
Queue Length 95th (ft)	19	177		16	555		#528	49		56	170	
Internal Link Dist (ft)		288			1246			109			601	
Turn Bay Length (ft)	200			135						175		
Base Capacity (vph)	110	941		417	931		581	828		158	250	
Starvation Cap Reductn	0	0		0	0		68	355		0	0	
Spillback Cap Reductn	0	0		114	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.33		0.03	0.65		0.98	0.41		0.20	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 109.3

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 40.1

Intersection LOS: D

Intersection Capacity Utilization 71.7%

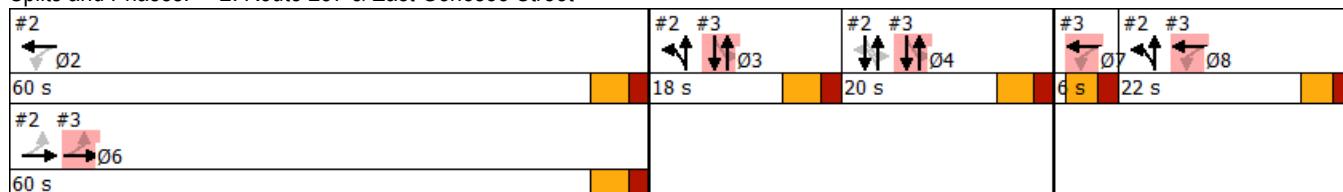
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Route 257 & East Genesee Street



Lane Group	Ø3	Ø7	Ø8
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↔	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	4	125	102	7	0	364	0	274	8	31	84	0
Future Volume (vph)	4	125	102	7	0	364	0	274	8	31	84	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230			0	0	0	0	0	0	0	0	0
Storage Lanes	1			0	0	0	0	0	0	0	0	0
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	1770	1736		0	1613		0	0	1855	0	0	1839
Flt Permitted	0.100				0.992							0.609
Satd. Flow (perm)	186	1736		0	1602		0	0	1855	0	0	1134
Right Turn on Red			Yes				Yes			Yes		Yes
Satd. Flow (RTOR)		41				428				1		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		438				1229			873			189
Travel Time (s)		10.0				27.9			19.8			4.3
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.74	0.74	0.74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	280	0	0	436	0	0	353	0	0	156	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1			1		1	1
Detector Template				Left							Left	
Leading Detector (ft)	50	50			20	50			50		20	50
Trailing Detector (ft)	0	0			0	0			0		0	0
Detector 1 Position(ft)	0	0			0	0			0		0	0
Detector 1 Size(ft)	50	50			20	50			50		20	50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Perm	NA			Perm	NA			NA		Perm	NA
Protected Phases		6				7 8			3 4			3 4
Permitted Phases	6				7 8						3 4	
Detector Phase	6	6			7 8	7 8			3 4		3 4	3 4
Switch Phase												
Minimum Initial (s)	6.0	6.0										
Minimum Split (s)	11.5	11.5										
Total Split (s)	60.0	60.0										
Total Split (%)	47.6%	47.6%										
Maximum Green (s)	54.5	54.5										
Yellow Time (s)	3.5	3.5										
All-Red Time (s)	2.0	2.0										

Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	2	3	4	7	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	4.0	4.0	1.0	4.0
Minimum Split (s)	11.5	9.5	9.5	6.0	9.0
Total Split (s)	60.0	18.0	20.0	6.0	22.0
Total Split (%)	48%	14%	16%	5%	17%
Maximum Green (s)	54.5	12.5	14.5	1.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0										
Total Lost Time (s)	5.5	5.5										
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0										
Recall Mode	Min	Min										
Act Effect Green (s)	40.0	40.0			23.1			29.9			29.9	
Actuated g/C Ratio	0.37	0.37			0.21			0.27			0.27	
v/c Ratio	0.07	0.42			0.64			0.69			0.50	
Control Delay	25.0	23.7			9.5			45.4			38.9	
Queue Delay	0.0	0.0			1.5			1.5			2.2	
Total Delay	25.0	23.7			11.1			46.9			41.1	
LOS	C	C			B			D			D	
Approach Delay		23.7			11.1			46.9			41.1	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	2	126			5			221			43	
Queue Length 95th (ft)	10	171			73			323			88	
Internal Link Dist (ft)		358			1149			793			109	
Turn Bay Length (ft)	230											
Base Capacity (vph)	94	897			678			559			341	
Starvation Cap Reductn	0	0			0			0			91	
Spillback Cap Reductn	0	0			107			83			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.05	0.31			0.76			0.74			0.62	

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 109.3

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 28.1

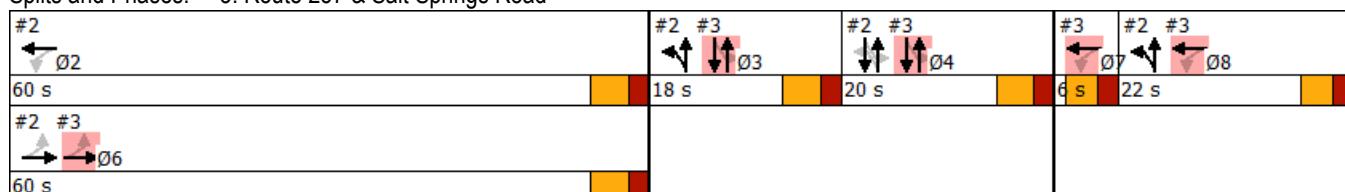
Intersection LOS: C

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Route 257 & Salt Springs Road



Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0
Recall Mode	Min	None	None	None	None
Act Effect Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					
Intersection Summary					

Lanes, Volumes, Timings
4: Tracy Lumber & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	2	3	4	5	6
Traffic Volume (vph)	195	4	0	611	3	3
Future Volume (vph)	195	4	0	611	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1857	0	0	1863	1694	0
Flt Permitted					0.976	
Satd. Flow (perm)	1857	0	0	1863	1694	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1326			205	132	
Travel Time (s)	30.1			4.7	3.0	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.50	0.50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	249	0	0	694	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 42.2%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	4	0	611	3	3
Future Vol, veh/h	195	4	0	611	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	244	5	0	694	6	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	249	0	941 247
Stage 1	-	-	-	-	247 -
Stage 2	-	-	-	-	694 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1317	-	292 792
Stage 1	-	-	-	-	794 -
Stage 2	-	-	-	-	496 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1317	-	292 792
Mov Cap-2 Maneuver	-	-	-	-	292 -
Stage 1	-	-	-	-	794 -
Stage 2	-	-	-	-	496 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	427	-	-	1317	-
HCM Lane V/C Ratio	0.028	-	-	-	-
HCM Control Delay (s)	13.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings

5: East Genesee Street & Existing Site Access

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (vph)	1	197	610	0	0	1
Future Volume (vph)	1	197	610	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1611	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		205	115		239	
Travel Time (s)		4.7	2.6		5.4	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.50	0.50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	247	693	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 42.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	1	197	610	0	0	1
Future Vol, veh/h	1	197	610	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	88	88	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	246	693	0	0	2

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	693	0	-	0	941	693
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	902	-	-	-	292	443
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	902	-	-	-	292	443
Mov Cap-2 Maneuver	-	-	-	-	292	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	793	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	902	-	-	-	443
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	9	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings

6: East Genesee Street & Post Office Exit Driveway

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↖	
Traffic Volume (vph)	0	197	594	0	4	16
Future Volume (vph)	0	197	594	0	4	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1645	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	1863	1863	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		115	1553		145	
Travel Time (s)		2.6	35.3		3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	214	646	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	197	594	0	4	16
Future Vol, veh/h	0	197	594	0	4	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	214	646	0	5	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	646
Stage 2	-	-	214
Critical Hdwy	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	5.42 -
Critical Hdwy Stg 2	-	-	5.42 -
Follow-up Hdwy	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	0 326 472
Stage 1	0	-	0 522 -
Stage 2	0	-	0 822 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	326 472
Mov Cap-2 Maneuver	-	-	326 -
Stage 1	-	-	522 -
Stage 2	-	-	822 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	433
HCM Lane V/C Ratio	-	-	0.058
HCM Control Delay (s)	-	-	13.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Lanes, Volumes, Timings

1: Salt Springs Road & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↖		↑		
Traffic Volume (vph)	562	475	0	802	0	0
Future Volume (vph)	562	475	0	802	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	1583	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1863	1583	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1283			368	438	
Travel Time (s)	29.2			8.4	10.0	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	505	0	862	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 45.5%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	10	551	1	35	422	36	366	142	87	77	141	24
Future Volume (vph)	10	551	1	35	422	36	366	142	87	77	141	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	135		0	0		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	0	1770	1840	0	1770	1757	0	1770	1822	0
Flt Permitted	0.194			0.128			0.354			0.601		
Satd. Flow (perm)	361	1863	0	238	1840	0	659	1757	0	1120	1822	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4				35			6
Link Speed (mph)		30				30			30			30
Link Distance (ft)		368				1326			189			681
Travel Time (s)		8.4				30.1			4.3			15.5
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	587	0	40	526	0	407	255	0	91	194	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		6			2		3 8	3 4 8				4
Permitted Phases	6			2			4				4	
Detector Phase	6	6		2	2		3 8	3 4 8			4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0					4.0	4.0	
Minimum Split (s)	11.5	11.5		11.5	11.5					9.5	9.5	
Total Split (s)	46.0	46.0		46.0	46.0					20.0	20.0	
Total Split (%)	42.2%	42.2%		42.2%	42.2%					18.3%	18.3%	
Maximum Green (s)	40.5	40.5		40.5	40.5					14.5	14.5	
Yellow Time (s)	3.5	3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	

Lane Group	Ø3	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	3	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	1.0	4.0
Minimum Split (s)	9.5	6.0	9.0
Total Split (s)	22.0	6.0	15.0
Total Split (%)	20%	6%	14%
Maximum Green (s)	16.5	1.0	10.0
Yellow Time (s)	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5					5.5	5.5	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min					None	None	
Act Effect Green (s)	39.5	39.5		39.5	39.5		40.8	46.3		13.6	13.6	
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.37	0.42		0.12	0.12	
v/c Ratio	0.08	0.87		0.47	0.79		0.78	0.33		0.65	0.84	
Control Delay	24.5	47.4		47.1	40.3		22.3	4.5		67.6	74.0	
Queue Delay	0.0	0.0		114.5	0.0		3.2	0.7		0.0	2.5	
Total Delay	24.5	47.4		161.7	40.3		25.5	5.3		67.6	76.4	
LOS	C	D		F	D		C	A		E	E	
Approach Delay		46.9			48.9			17.7			73.6	
Approach LOS		D			D			B			E	
Queue Length 50th (ft)	5	374		21	319		68	24		61	129	
Queue Length 95th (ft)	18	#566		60	429		#218	m28		#116	#220	
Internal Link Dist (ft)		288			1246			109			601	
Turn Bay Length (ft)	200			135						175		
Base Capacity (vph)	134	692		88	686		538	794		148	247	
Starvation Cap Reductn	0	0		0	0		63	285		0	0	
Spillback Cap Reductn	0	0		58	0		0	0		0	13	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.85		1.33	0.77		0.86	0.50		0.61	0.83	

Intersection Summary

Area Type: Other

Cycle Length: 109

Actuated Cycle Length: 109

Offset: 17 (16%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 41.9

Intersection LOS: D

Intersection Capacity Utilization 72.0%

ICU Level of Service C

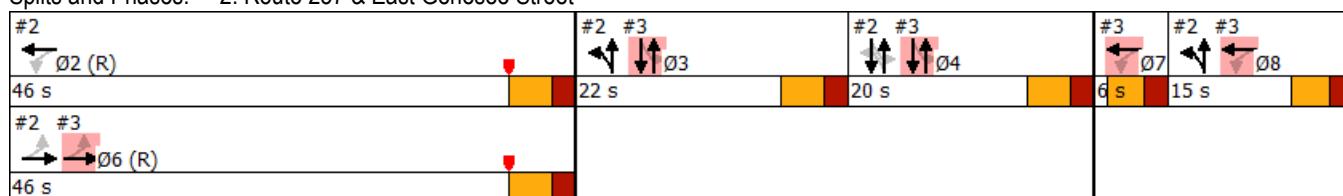
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Route 257 & East Genesee Street



Lane Group	Ø3	Ø7	Ø8
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↔			↑			↔	
Traffic Volume (vph)	29	282	164	18	0	206	0	360	23	50	127	0
Future Volume (vph)	29	282	164	18	0	206	0	360	23	50	127	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230			0	0	0	0	0	0	0	0	0
Storage Lanes	1			0	0	0	0	0	0	0	0	0
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	1770	1760		0	1625		0	0	1848	0	0	1837
Flt Permitted	0.101				0.929						0.474	
Satd. Flow (perm)	188	1760		0	1516		0	0	1848	0	0	883
Right Turn on Red			Yes				Yes			Yes		Yes
Satd. Flow (RTOR)		31				240				3		
Link Speed (mph)		30				30				30		30
Link Distance (ft)		438				1229				873		189
Travel Time (s)		10.0				27.9				19.8		4.3
Peak Hour Factor	0.95	0.95	0.95	0.86	0.86	0.86	0.82	0.82	0.82	0.75	0.75	0.75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	470	0	0	261	0	0	467	0	0	236	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1			1		1	1
Detector Template				Left							Left	
Leading Detector (ft)	50	50			20	50			50		20	50
Trailing Detector (ft)	0	0			0	0			0		0	0
Detector 1 Position(ft)	0	0			0	0			0		0	0
Detector 1 Size(ft)	50	50			20	50			50		20	50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Perm	NA			Perm	NA			NA		Perm	NA
Protected Phases		6				7 8			3 4			3 4
Permitted Phases	6				7 8						3 4	
Detector Phase	6	6			7 8	7 8			3 4		3 4	3 4
Switch Phase												
Minimum Initial (s)	6.0	6.0										
Minimum Split (s)	11.5	11.5										
Total Split (s)	46.0	46.0										
Total Split (%)	42.2%	42.2%										
Maximum Green (s)	40.5	40.5										
Yellow Time (s)	3.5	3.5										
All-Red Time (s)	2.0	2.0										

Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	2	3	4	7	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	4.0	4.0	1.0	4.0
Minimum Split (s)	11.5	9.5	9.5	6.0	9.0
Total Split (s)	46.0	22.0	20.0	6.0	15.0
Total Split (%)	42%	20%	18%	6%	14%
Maximum Green (s)	40.5	16.5	14.5	1.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0										
Total Lost Time (s)	5.5	5.5										
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0										
Recall Mode	C-Min	C-Min										
Act Effect Green (s)	39.5	39.5										37.7
Actuated g/C Ratio	0.36	0.36										0.35
v/c Ratio	0.46	0.72										0.77
Control Delay	51.5	34.8										56.1
Queue Delay	2.6	0.0										31.6
Total Delay	54.1	34.8										87.7
LOS	D	C										F
Approach Delay		36.0										87.7
Approach LOS		D										F
Queue Length 50th (ft)	16	260										114
Queue Length 95th (ft)	#60	381										152
Internal Link Dist (ft)		358										109
Turn Bay Length (ft)	230											
Base Capacity (vph)	69	673										312
Starvation Cap Reductn	0	0										80
Spillback Cap Reductn	8	0										0
Storage Cap Reductn	0	0										0
Reduced v/c Ratio	0.51	0.70										1.02

Intersection Summary

Area Type: Other

Cycle Length: 109

Actuated Cycle Length: 109

Offset: 17 (16%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 41.7

Intersection LOS: D

Intersection Capacity Utilization 73.0%

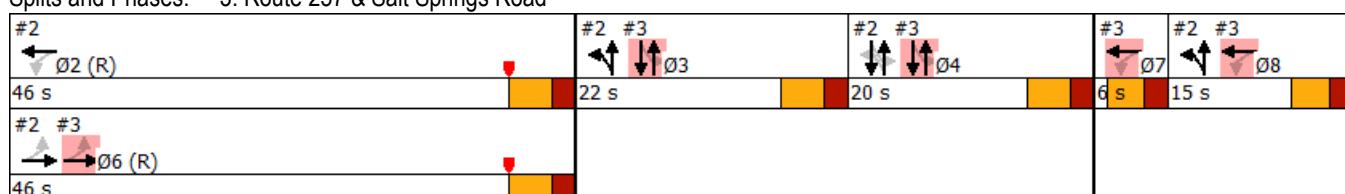
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 257 & Salt Springs Road



Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0
Recall Mode	C-Min	None	None	None	None
Act Effect Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					
Intersection Summary					

Lanes, Volumes, Timings
4: Tracy Lumber & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	Y	
Traffic Volume (vph)	652	2	0	423	2	4
Future Volume (vph)	652	2	0	423	2	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1863	0	0	1863	1668	0
Flt Permitted					0.984	
Satd. Flow (perm)	1863	0	0	1863	1668	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1326			205	132	
Travel Time (s)	30.1			4.7	3.0	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.50	0.50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	711	0	0	504	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	652	2	0	423	2	4
Future Vol, veh/h	652	2	0	423	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	84	84	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	709	2	0	504	4	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	711	0	1214
Stage 1	-	-	-	-	710
Stage 2	-	-	-	-	504
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	888	-	201
Stage 1	-	-	-	-	487
Stage 2	-	-	-	-	607
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	888	-	201
Mov Cap-2 Maneuver	-	-	-	-	434
Stage 1	-	-	-	-	487
Stage 2	-	-	-	-	607

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	313	-	-	888	-
HCM Lane V/C Ratio	0.038	-	-	-	-
HCM Control Delay (s)	17	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings

5: East Genesee Street & Existing Site Access

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Volume (vph)	1	655	423	0	3	0
Future Volume (vph)	1	655	423	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1863	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		205	115		239	
Travel Time (s)		4.7	2.6		5.4	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.75	0.75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	713	504	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 45.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↖	↗	↘	↙
Traffic Vol, veh/h	1	655	423	0	3
Future Vol, veh/h	1	655	423	0	3
Conflicting Peds, #/hr	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop Stop
RT Channelized	-	None	-	None	- None
Storage Length	-	-	-	-	0 -
Veh in Median Storage, #	-	0	0	-	0 -
Grade, %	-	0	0	-	0 -
Peak Hour Factor	92	92	84	84	75 75
Heavy Vehicles, %	2	2	2	2	2 2
Mvmt Flow	1	712	504	0	4 0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	504	0	-	0	1218 504
Stage 1	-	-	-	-	504 -
Stage 2	-	-	-	-	714 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1061	-	-	-	199 568
Stage 1	-	-	-	-	607 -
Stage 2	-	-	-	-	485 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1061	-	-	-	199 568
Mov Cap-2 Maneuver	-	-	-	-	199 -
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	485 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1061	-	-	-	199
HCM Lane V/C Ratio	0.001	-	-	-	0.02
HCM Control Delay (s)	8.4	0	-	-	23.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings

6: East Genesee Street & Post Office Exit Driveway

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↖	↙
Traffic Volume (vph)	0	658	385	0	16	38
Future Volume (vph)	0	658	385	0	16	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1660	0
Flt Permitted					0.985	
Satd. Flow (perm)	0	1863	1863	0	1660	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		115	1553		145	
Travel Time (s)		2.6	35.3		3.3	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.67	0.67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	715	458	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑	▼		
Traffic Vol, veh/h	0	658	385	0	16	38
Future Vol, veh/h	0	658	385	0	16	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	84	84	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	715	458	0	24	57

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	1173	458
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	715	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	212	603
Stage 1	0	-	-	0	637	-
Stage 2	0	-	-	0	485	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	212	603
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	485	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	390
HCM Lane V/C Ratio	-	-	0.207
HCM Control Delay (s)	-	-	16.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Lanes, Volumes, Timings

1: Salt Springs Road & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↖		↑		
Traffic Volume (vph)	267	231	0	1020	0	0
Future Volume (vph)	267	231	0	1020	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	1583	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1863	1583	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1283			368	438	
Travel Time (s)	29.2			8.4	10.0	
Peak Hour Factor	0.80	0.80	0.98	0.98	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	334	289	0	1041	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 57.0%

ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	11	255	1	25	543	57	462	145	62	42	105	15
Future Volume (vph)	11	255	1	25	543	57	462	145	62	42	105	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	135		0	0		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	0	1770	1837	0	1770	1779	0	1770	1827	0
Flt Permitted	0.104			0.385			0.560			0.618		
Satd. Flow (perm)	194	1863	0	717	1837	0	1043	1779	0	1151	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5				21			5
Link Speed (mph)		30			30				30			30
Link Distance (ft)		368			1326				189			681
Travel Time (s)		8.4			30.1				4.3			15.5
Peak Hour Factor	0.69	0.69	0.69	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	371	0	27	639	0	502	225	0	48	136	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		6			2		3 8	3 4 8				4
Permitted Phases	6			2			4				4	
Detector Phase	6	6		2	2		3 8	3 4 8			4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0					4.0	4.0	
Minimum Split (s)	11.5	11.5		11.5	11.5					9.5	9.5	
Total Split (s)	56.0	56.0		56.0	56.0					27.0	27.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%					21.4%	21.4%	
Maximum Green (s)	50.5	50.5		50.5	50.5					21.5	21.5	
Yellow Time (s)	3.5	3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	

Lane Group	Ø3	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	3	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	1.0	4.0
Minimum Split (s)	9.5	6.0	9.0
Total Split (s)	19.0	6.0	18.0
Total Split (%)	15%	5%	14%
Maximum Green (s)	13.5	1.0	13.0
Yellow Time (s)	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5					5.5	5.5	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	Min	Min		Min	Min					None	None	
Act Effect Green (s)	42.6	42.6		42.6	42.6		40.4	46.0		14.5	14.5	
Actuated g/C Ratio	0.38	0.38		0.38	0.38		0.36	0.41		0.13	0.13	
v/c Ratio	0.22	0.52		0.10	0.91		0.92	0.30		0.32	0.56	
Control Delay	33.4	30.1		24.4	50.9		35.7	7.3		51.5	54.2	
Queue Delay	0.0	0.0		0.0	0.0		11.9	0.5		0.0	0.0	
Total Delay	33.4	30.1		24.4	50.9		47.6	7.8		51.5	54.2	
LOS	C	C		C	D		D	A		D	D	
Approach Delay		30.2			49.8			35.3			53.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	8	203		12	426		141	36		32	91	
Queue Length 95th (ft)	21	225		35	#686		#283	50		72	158	
Internal Link Dist (ft)		288			1246			109			601	
Turn Bay Length (ft)	200			135						175		
Base Capacity (vph)	89	858		330	849		555	859		225	362	
Starvation Cap Reductn	0	0		0	0		48	321		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.43		0.08	0.75		0.99	0.42		0.21	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 111.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 40.9

Intersection LOS: D

Intersection Capacity Utilization 76.1%

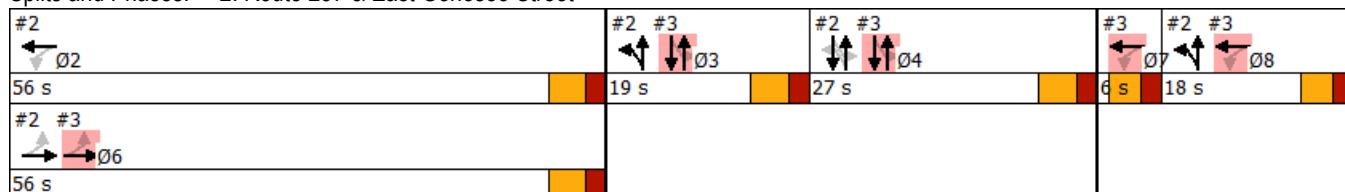
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Route 257 & East Genesee Street



Lane Group	Ø3	Ø7	Ø8
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↔	↑	↑	↑	↑	↑	↑	↔
Traffic Volume (vph)	4	125	102	7	0	371	0	294	8	35	96	0
Future Volume (vph)	4	125	102	7	0	371	0	294	8	35	96	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230			0	0		0	0		0	0	0
Storage Lanes	1			0	0		0	0		0	0	0
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	1770	1736		0	1613		0	0	1855	0	0	1839
Flt Permitted	0.094				0.992							0.608
Satd. Flow (perm)	175	1736		0	1602		0	0	1855	0	0	1133
Right Turn on Red			Yes				Yes			Yes		Yes
Satd. Flow (RTOR)		39				436				1		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		438				1229			873			189
Travel Time (s)		10.0				27.9			19.8			4.3
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.74	0.74	0.74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	280	0	0	444	0	0	378	0	0	177	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1			1		1	1
Detector Template				Left								Left
Leading Detector (ft)	50	50			20	50			50		20	50
Trailing Detector (ft)	0	0			0	0			0		0	0
Detector 1 Position(ft)	0	0			0	0			0		0	0
Detector 1 Size(ft)	50	50			20	50			50		20	50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Perm	NA			Perm	NA			NA		Perm	NA
Protected Phases		6				7 8			3 4			3 4
Permitted Phases	6				7 8							3 4
Detector Phase	6	6			7 8	7 8			3 4		3 4	3 4
Switch Phase												
Minimum Initial (s)	6.0	6.0										
Minimum Split (s)	11.5	11.5										
Total Split (s)	56.0	56.0										
Total Split (%)	44.4%	44.4%										
Maximum Green (s)	50.5	50.5										
Yellow Time (s)	3.5	3.5										
All-Red Time (s)	2.0	2.0										

Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	2	3	4	7	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	4.0	4.0	1.0	4.0
Minimum Split (s)	11.5	9.5	9.5	6.0	9.0
Total Split (s)	56.0	19.0	27.0	6.0	18.0
Total Split (%)	44%	15%	21%	5%	14%
Maximum Green (s)	50.5	13.5	21.5	1.0	13.0
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0										
Total Lost Time (s)	5.5	5.5										
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0										
Recall Mode	Min	Min										
Act Effect Green (s)	42.6	42.6			18.8			33.8				33.8
Actuated g/C Ratio	0.38	0.38			0.17			0.30				0.30
v/c Ratio	0.08	0.41			0.70			0.67				0.52
Control Delay	26.8	23.9			11.7			41.5				26.5
Queue Delay	0.0	0.0			2.8			0.4				1.1
Total Delay	26.8	23.9			14.4			42.0				27.6
LOS	C	C			B			D				C
Approach Delay		23.9			14.4			42.0				27.6
Approach LOS		C			B			D				C
Queue Length 50th (ft)	2	124			5			242				50
Queue Length 95th (ft)	11	183			77			317				59
Internal Link Dist (ft)		358			1149			793				109
Turn Bay Length (ft)	230											
Base Capacity (vph)	80	820			637			686				418
Starvation Cap Reductn	0	0			0			0				99
Spillback Cap Reductn	0	0			103			68				0
Storage Cap Reductn	0	0			0			0				0
Reduced v/c Ratio	0.06	0.34			0.83			0.61				0.55

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 111.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 26.5

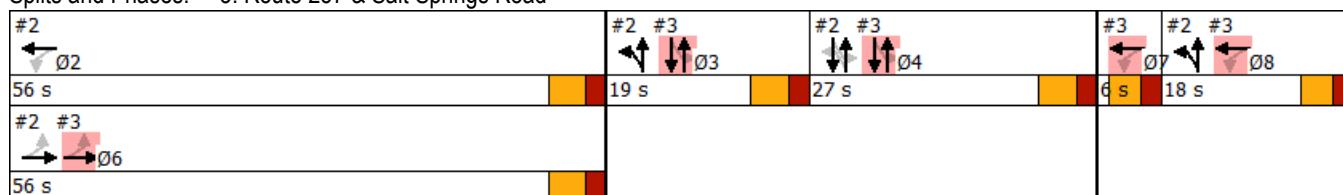
Intersection LOS: C

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Route 257 & Salt Springs Road



Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0
Recall Mode	Min	None	None	None	None
Act Effect Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					
Intersection Summary					

Lanes, Volumes, Timings

4: Tracy Lumber/Proposed Site Access & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↔			↔			↔	↑
Traffic Volume (vph)	86	191	4	0	608	38	3	0	3	35	0	52
Future Volume (vph)	86	191	4	0	608	38	3	0	3	35	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0		0	0		150
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1857	0	0	1848	0	0	1694	0	0	1770	1583
Flt Permitted	0.154							0.844			0.750	
Satd. Flow (perm)	287	1857	0	0	1848	0	0	1465	0	0	1397	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			8			109				57
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1326			205			132			326	
Travel Time (s)		30.1			4.7			3.0			7.4	
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.50	0.50	0.50	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	244	0	0	734	0	0	12	0	0	38	57
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	2
Detector Template				Left			Left			Left		
Leading Detector (ft)	70	70		20	70		20	70		20	70	70
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	30	30		20	30		20	30		20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	40	40			40			40			40	40
Detector 2 Size(ft)	30	30			30			30			30	30
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	0.0
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			3			3	5
Permitted Phases	2			6			3			3		3
Detector Phase	5	2		6	6		3	3		3	3	5
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	3.0
Minimum Split (s)	8.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0	8.0

Lanes, Volumes, Timings

4: Tracy Lumber/Proposed Site Access & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	12.0	58.0		46.0	46.0		12.0	12.0		12.0	12.0	12.0
Total Split (%)	17.1%	82.9%		65.7%	65.7%		17.1%	17.1%		17.1%	17.1%	17.1%
Maximum Green (s)	7.0	53.0		41.0	41.0		7.0	7.0		7.0	7.0	7.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0				5.0			5.0		5.0	5.0
Lead/Lag	Lead			Lag		Lag						Lead
Lead-Lag Optimize?	Yes			Yes		Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		Min	Min		Min	Min		Min	Min	None
Act Effct Green (s)	34.9	34.9			26.2			7.1			7.1	19.9
Actuated g/C Ratio	0.66	0.66			0.49			0.13			0.13	0.37
v/c Ratio	0.28	0.20			0.80			0.04			0.20	0.09
Control Delay	4.3	3.2			18.9			0.3			29.3	6.4
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	4.3	3.2			18.9			0.3			29.3	6.4
LOS	A	A			B			A			C	A
Approach Delay		3.5			18.9			0.3			15.6	
Approach LOS		A			B			A			B	
Queue Length 50th (ft)	9	21			191			0			12	0
Queue Length 95th (ft)	16	32			295			0			43	24
Internal Link Dist (ft)		1246			125			52			246	
Turn Bay Length (ft)	200											150
Base Capacity (vph)	405	1694			1408			306			203	644
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.27	0.14			0.52			0.04			0.19	0.09

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 53.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 13.9

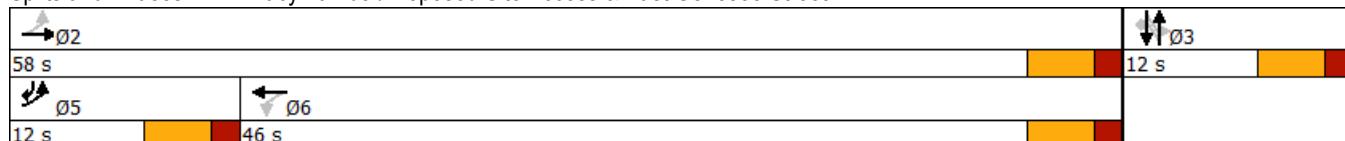
Intersection LOS: B

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Tracy Lumber/Proposed Site Access & East Genesee Street



Lanes, Volumes, Timings

5: East Genesee Street & Existing Site Access

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↓			↖
Traffic Volume (vph)	0	229	640	25	0	6
Future Volume (vph)	0	229	640	25	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1853	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	1853	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		205	115		239	
Travel Time (s)		4.7	2.6		5.4	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.50	0.50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	286	755	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 45.2%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	229	640	25	0	6
Future Vol, veh/h	0	229	640	25	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	88	88	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	286	727	28	0	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	424
HCM Lane V/C Ratio	-	-	0.028
HCM Control Delay (s)	-	-	13.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Lanes, Volumes, Timings

6: East Genesee Street & Post Office Exit Driveway

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↖	
Traffic Volume (vph)	0	229	649	0	4	16
Future Volume (vph)	0	229	649	0	4	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1645	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	1863	1863	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		115	1553		145	
Travel Time (s)		2.6	35.3		3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	249	705	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.2%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	0	229	649	0	4	16
Future Vol, veh/h	0	229	649	0	4	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	249	705	0	5	20

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All	-	0	-	0	954	705
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	287	436
Stage 1	0	-	-	0	490	-
Stage 2	0	-	-	0	792	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	287	436
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
----------	----	----	----

HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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Capacity (veh/h)	-	-	395
HCM Lane V/C Ratio	-	-	0.064
HCM Control Delay (s)	-	-	14.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Lanes, Volumes, Timings

1: Salt Springs Road & East Genesee Street

01/23/2020

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↖		↑		
Traffic Volume (vph)	617	475	0	867	0	0
Future Volume (vph)	617	475	0	867	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	1583	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1863	1583	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1283			368	438	
Travel Time (s)	29.2			8.4	10.0	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	656	505	0	932	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 49.0%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	10	606	1	71	477	54	366	142	124	95	141	24
Future Volume (vph)	10	606	1	71	477	54	366	142	124	95	141	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	135		0	0		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	0	1770	1835	0	1770	1732	0	1770	1822	0
Flt Permitted	0.127			0.097			0.486			0.579		
Satd. Flow (perm)	237	1863	0	181	1835	0	905	1732	0	1079	1822	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6				47			7
Link Speed (mph)		30			30				30			30
Link Distance (ft)		368			1326				189			681
Travel Time (s)		8.4			30.1				4.3			15.5
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.90	0.90	0.90	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	646	0	82	610	0	407	296	0	112	194	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		6			2		3 8	3 4 8				4
Permitted Phases	6			2			4				4	
Detector Phase	6	6		2	2		3 8	3 4 8			4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0					4.0	4.0	
Minimum Split (s)	11.5	11.5		11.5	11.5					9.5	9.5	
Total Split (s)	50.0	50.0		50.0	50.0					27.0	27.0	
Total Split (%)	45.9%	45.9%		45.9%	45.9%					24.8%	24.8%	
Maximum Green (s)	44.5	44.5		44.5	44.5					21.5	21.5	
Yellow Time (s)	3.5	3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	

Lane Group	Ø3	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	3	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	1.0	4.0
Minimum Split (s)	9.5	6.0	9.0
Total Split (s)	16.0	6.0	10.0
Total Split (%)	15%	6%	9%
Maximum Green (s)	10.5	1.0	5.0
Yellow Time (s)	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0

Lanes, Volumes, Timings

2: Route 257 & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5					5.5	5.5	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min					None	None	
Act Effect Green (s)	41.3	41.3		41.3	41.3		39.7	45.2		21.5	21.5	
Actuated g/C Ratio	0.38	0.38		0.38	0.38		0.36	0.41		0.20	0.20	
v/c Ratio	0.12	0.92		1.21	0.87		0.86	0.40		0.53	0.53	
Control Delay	24.3	50.8		200.9	40.7		30.2	5.3		49.5	43.9	
Queue Delay	0.0	0.0		4.8	0.0		1.7	1.1		0.0	0.0	
Total Delay	24.3	50.8		205.7	40.7		31.9	6.5		49.5	43.9	
LOS	C	D		F	D		C	A		D	D	
Approach Delay		50.3			60.2			21.2			45.9	
Approach LOS		D			E			C			D	
Queue Length 50th (ft)	5	402		~65	298		68	26		71	118	
Queue Length 95th (ft)	18	#608		#155	415		#288	m44		122	180	
Internal Link Dist (ft)		288			1246			109			601	
Turn Bay Length (ft)	200			135						175		
Base Capacity (vph)	96	760		73	752		473	745		212	365	
Starvation Cap Reductn	0	0		0	0		15	251		0	0	
Spillback Cap Reductn	0	0		11	0		0	0		0	1	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.85		1.32	0.81		0.89	0.60		0.53	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 109

Actuated Cycle Length: 109

Offset: 19 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay: 44.0

Intersection LOS: D

Intersection Capacity Utilization 84.4%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

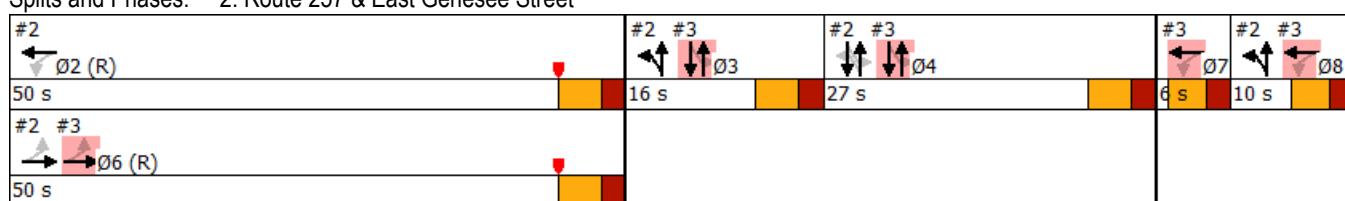
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Route 257 & East Genesee Street



Lane Group	Ø3	Ø7	Ø8
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↔			↑			↔	
Traffic Volume (vph)	29	282	164	18	0	215	0	388	23	59	154	0
Future Volume (vph)	29	282	164	18	0	215	0	388	23	59	154	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230			0	0	0	0	0	0	0	0	0
Storage Lanes	1			0	0	0	0	0	0	0	0	0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1760	0	0	1623	0	0	1848	0	0	1837	0
Flt Permitted	0.097				0.919						0.449	
Satd. Flow (perm)	181	1760	0	0	1498	0	0	1848	0	0	836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			250			3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		438			1229			873			189	
Travel Time (s)		10.0			27.9			19.8			4.3	
Peak Hour Factor	0.95	0.95	0.95	0.86	0.86	0.86	0.82	0.82	0.82	0.75	0.75	0.75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	470	0	0	271	0	0	501	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1			1		1	1
Detector Template				Left							Left	
Leading Detector (ft)	50	50		20	50			50		20	50	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	50	50		20	50			50		20	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			7 8			3 4			3 4	
Permitted Phases	6			7 8							3 4	
Detector Phase	6	6		7 8	7 8			3 4		3 4	3 4	
Switch Phase												
Minimum Initial (s)	6.0	6.0										
Minimum Split (s)	11.5	11.5										
Total Split (s)	50.0	50.0										
Total Split (%)	45.9%	45.9%										
Maximum Green (s)	44.5	44.5										
Yellow Time (s)	3.5	3.5										
All-Red Time (s)	2.0	2.0										

Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	2	3	4	7	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	4.0	4.0	1.0	4.0
Minimum Split (s)	11.5	9.5	9.5	6.0	9.0
Total Split (s)	50.0	16.0	27.0	6.0	10.0
Total Split (%)	46%	15%	25%	6%	9%
Maximum Green (s)	44.5	10.5	21.5	1.0	5.0
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0

Lanes, Volumes, Timings
3: Route 257 & Salt Springs Road

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0										
Total Lost Time (s)	5.5	5.5										
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0										
Recall Mode	C-Min	C-Min										
Act Effect Green (s)	41.3	41.3			11.0			40.7			40.7	
Actuated g/C Ratio	0.38	0.38			0.10			0.37			0.37	
v/c Ratio	0.46	0.68			0.72			0.73			0.91	
Control Delay	48.2	31.4			19.9			37.6			54.9	
Queue Delay	0.0	0.0			0.2			0.3			11.6	
Total Delay	48.2	31.4			20.0			37.9			66.4	
LOS	D	C			C			D			E	
Approach Delay		32.5			20.0			37.9			66.4	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	15	240			14			311			114	
Queue Length 95th (ft)	#57	355			85			387			m#225	
Internal Link Dist (ft)		358			1149			793			109	
Turn Bay Length (ft)	230											
Base Capacity (vph)	73	738			375			691			311	
Starvation Cap Reductn	0	0			0			0			22	
Spillback Cap Reductn	0	0			4			20			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.42	0.64			0.73			0.75			0.98	

Intersection Summary

Area Type: Other

Cycle Length: 109

Actuated Cycle Length: 109

Offset: 19 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay: 38.2

Intersection LOS: D

Intersection Capacity Utilization 76.9%

ICU Level of Service D

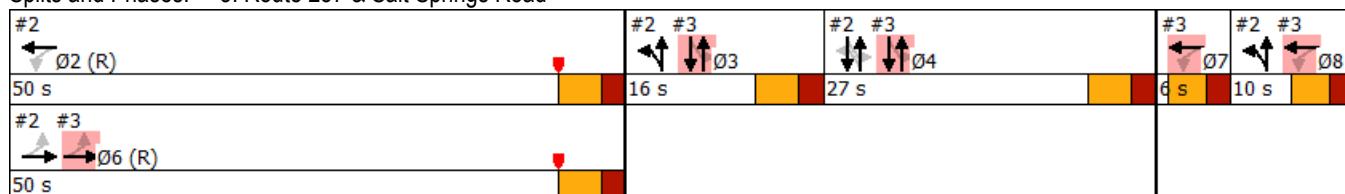
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Route 257 & Salt Springs Road



Lane Group	Ø2	Ø3	Ø4	Ø7	Ø8
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0
Recall Mode	C-Min	None	None	None	None
Act Effect Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					
Intersection Summary					

Lanes, Volumes, Timings

4: Tracy Lumber & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↔			↔		↔	↑	↑
Traffic Volume (vph)	175	587	2	0	407	61	2	0	4	140	0	125
Future Volume (vph)	175	587	2	0	407	61	2	0	4	140	0	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0		0	0		150
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	0	0	1829	0	0	1668	0	0	1770	1583
Flt Permitted	0.294							0.868			0.750	
Satd. Flow (perm)	548	1863	0	0	1829	0	0	1471	0	0	1397	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			19			140				140
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1326			205			132			266	
Travel Time (s)		30.1			4.7			3.0			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.50	0.50	0.50	0.90	0.90	1.00
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	640	0	0	558	0	0	12	0	0	156	125
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	2		1	2	2
Detector Template				Left			Left			Left		
Leading Detector (ft)	70	70		20	70		20	70		20	70	70
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	30	30		20	30		20	30		20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	40	40			40			40			40	40
Detector 2 Size(ft)	30	30			30			30			30	30
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0			0.0	0.0
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			3			3	
Permitted Phases	2			2			3			3		3
Detector Phase	5	2		2	6		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0	11.0

Lanes, Volumes, Timings

4: Tracy Lumber & East Genesee Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	39.5		39.5	30.5		15.0	15.0		15.0	15.0	15.0
Total Split (%)	16.5%	72.5%		72.5%	56.0%		27.5%	27.5%		27.5%	27.5%	27.5%
Maximum Green (s)	4.0	34.5		34.5	25.5		10.0	10.0		10.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			5.0			5.0	5.0
Lead/Lag	Lead					Lag						
Lead-Lag Optimize?	Yes					Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		C-Max	Max		None	None		None	None	None
Act Effct Green (s)	37.6	38.6			31.3			9.2			9.2	9.2
Actuated g/C Ratio	0.69	0.71			0.57			0.17			0.17	0.17
v/c Ratio	0.40	0.49			0.53			0.03			0.66	0.33
Control Delay	5.9	8.4			12.2			0.2			36.3	6.4
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	5.9	8.4			12.2			0.2			36.3	6.4
LOS	A	A			B			A			D	A
Approach Delay		7.8			12.2			0.2			23.0	
Approach LOS		A			B			A			C	
Queue Length 50th (ft)	34	320			123			0			47	0
Queue Length 95th (ft)	m37	m334			190			0			#114	31
Internal Link Dist (ft)		1246			125			52			186	
Turn Bay Length (ft)	200											150
Base Capacity (vph)	476	1319			1058			384			256	404
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.40	0.49			0.53			0.03			0.61	0.31

Intersection Summary

Area Type: Other

Cycle Length: 54.5

Actuated Cycle Length: 54.5

Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 11.8

Intersection LOS: B

Intersection Capacity Utilization 83.1%

ICU Level of Service E

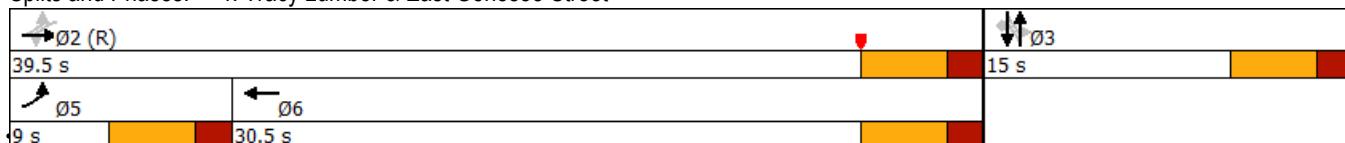
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Tracy Lumber & East Genesee Street



2021 Build Condition - Evening Peak Hour

GTS Consulting

Synchro 10 Report

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Lanes, Volumes, Timings

5: East Genesee Street & Existing Site Access

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↓			↖
Traffic Volume (vph)	0	731	457	40	0	11
Future Volume (vph)	0	731	457	40	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1842	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	1842	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		205	115		239	
Travel Time (s)		4.7	2.6		5.4	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.75	0.75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	795	592	0	0	15
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.8%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	731	457	40	0	11
Future Vol, veh/h	0	731	457	40	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	84	84	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	795	544	48	0	15

Major/Minor	Major1	Major2	Minor2	
Conflicting Flow All	-	0	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	0	0
Stage 1	0	-	0	0
Stage 2	0	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	539
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	539
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Lanes, Volumes, Timings

6: East Genesee Street & Post Office Exit Driveway

01/23/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Volume (vph)	0	731	459	0	16	38
Future Volume (vph)	0	731	459	0	16	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	1660	0
Flt Permitted					0.985	
Satd. Flow (perm)	0	1863	1863	0	1660	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		115	1553		145	
Travel Time (s)		2.6	35.3		3.3	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.67	0.67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	795	546	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 48.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	731	459	0	16	38
Future Vol, veh/h	0	731	459	0	16	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	84	84	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	795	546	0	24	57

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	546
Stage 2	-	-	795
Critical Hdwy	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	5.42 -
Critical Hdwy Stg 2	-	-	5.42 -
Follow-up Hdwy	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	0 168 538
Stage 1	0	-	0 580 -
Stage 2	0	-	0 445 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	168 538
Mov Cap-2 Maneuver	-	-	168 -
Stage 1	-	-	580 -
Stage 2	-	-	445 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	326
HCM Lane V/C Ratio	-	-	0.247
HCM Control Delay (s)	-	-	19.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1